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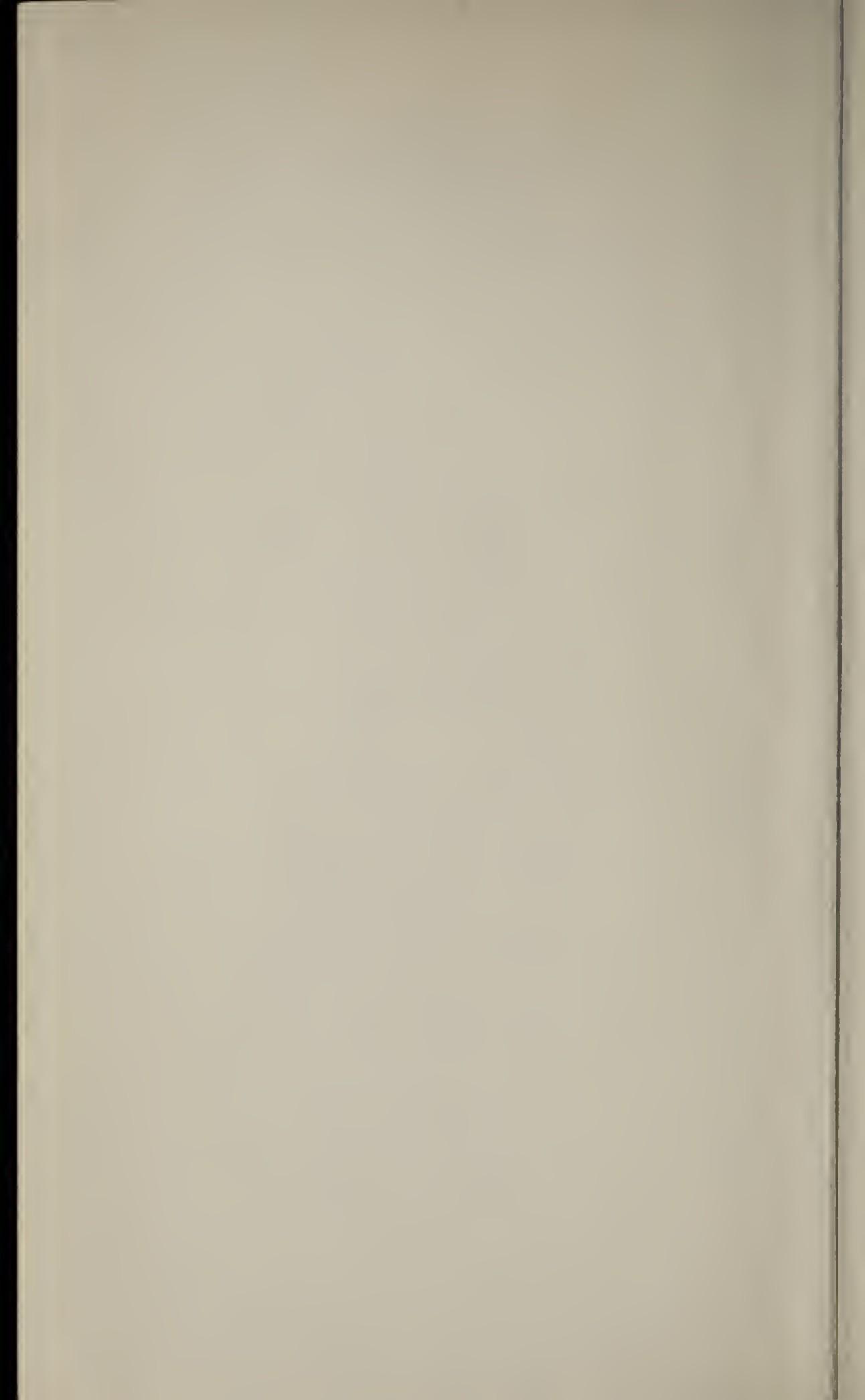
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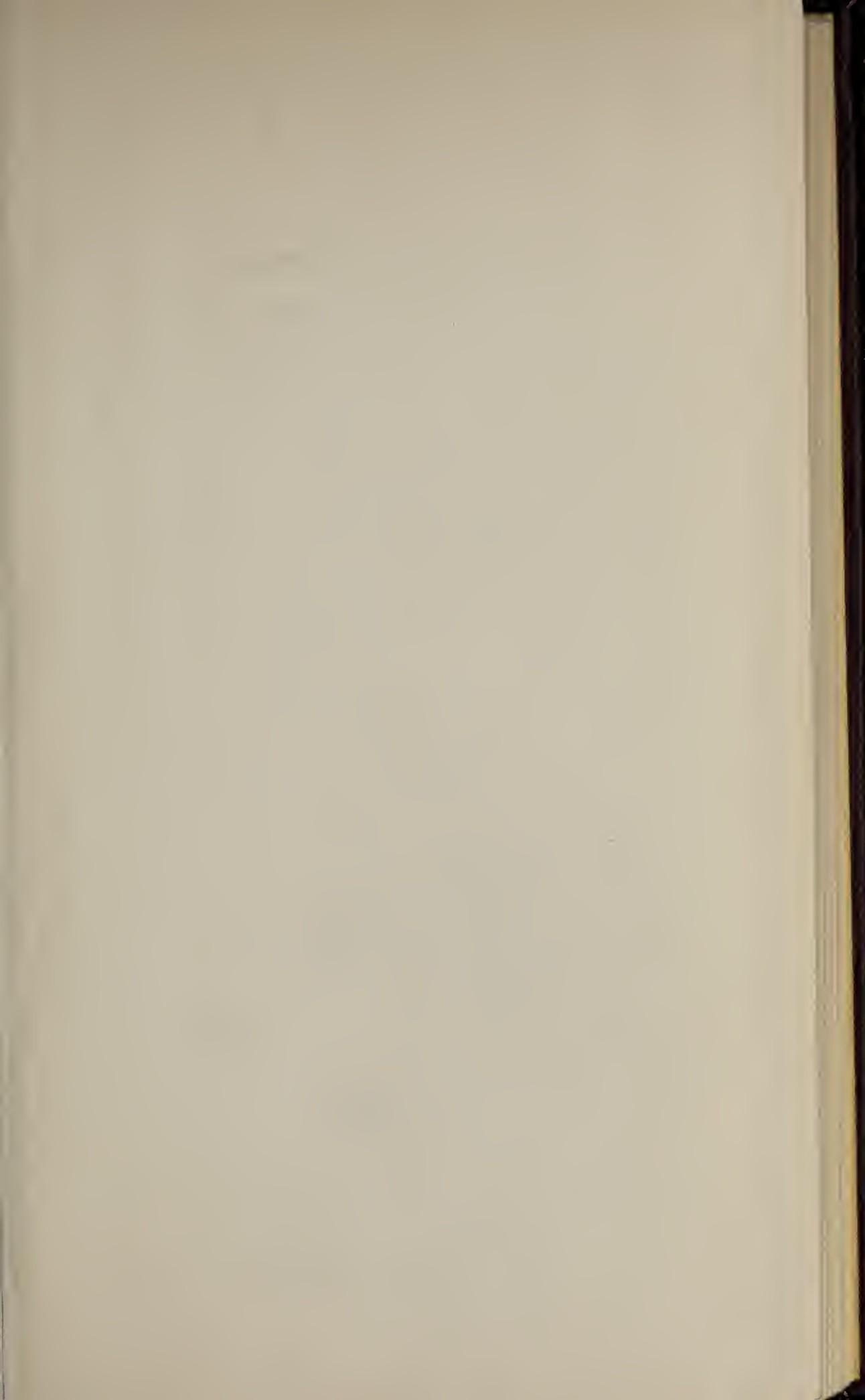
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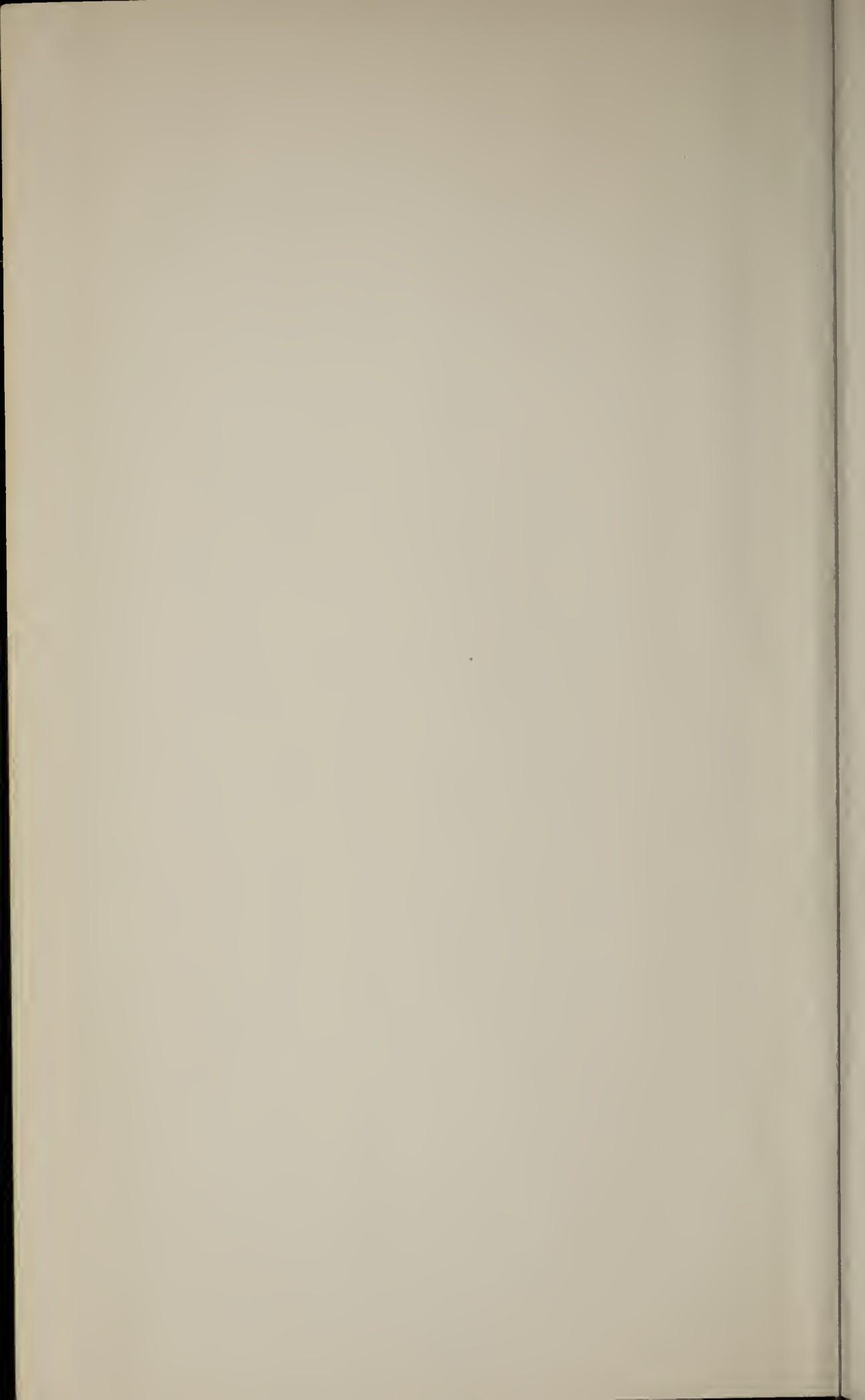
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HISTORY  
OF THE  
TOWN OF WHEATLAND  
SCOTTSVILLE  
MUMFORD  
GARBUTT  
BELCODA  
BEULAH  
WHEATLAND CENTER

*By the Same Author*

COBBLESTONE ARCHITECTURE

1944

GREEK REVIVAL ARCHITECTURE

IN THE

ROCHESTER AREA

1946



HISTORY  
OF THE  
TOWN OF WHEATLAND

*SCOTTSVILLE*

*MUMFORD*

*GARBUTT BELCODA*

*BEULAH*

*WHEATLAND CENTER*

*By*

CARL F. SCHMIDT

*Carl F. Schmidt.*



PUBLISHED IN

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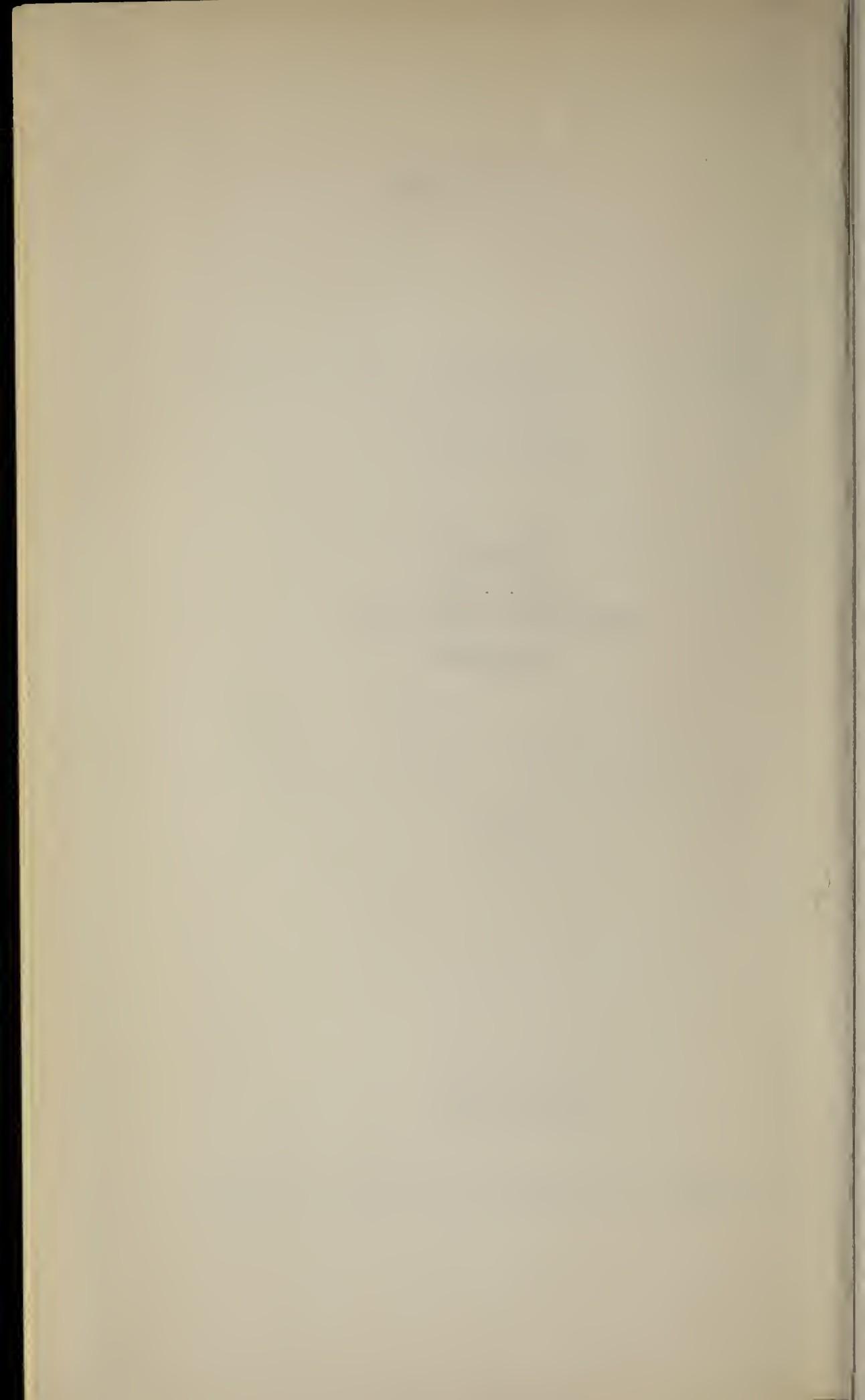
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*Job* - Dated - 11. 00

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*This book  
is dedicated to  
WILLARD AND PAUL  
SCHMIDT*

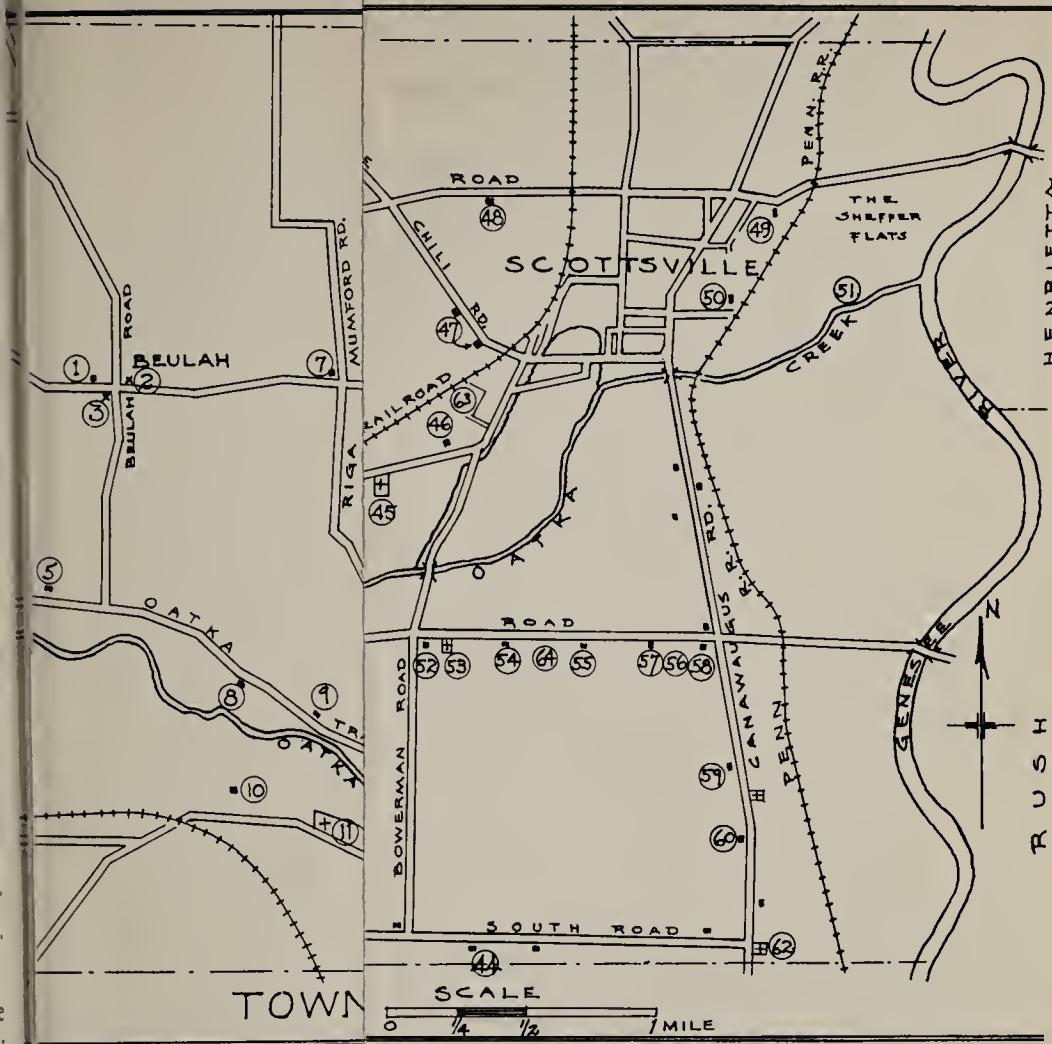




PETER SHEFFER II

## HISTORICAL SITES IN THE TOWN OF WHEATLAND

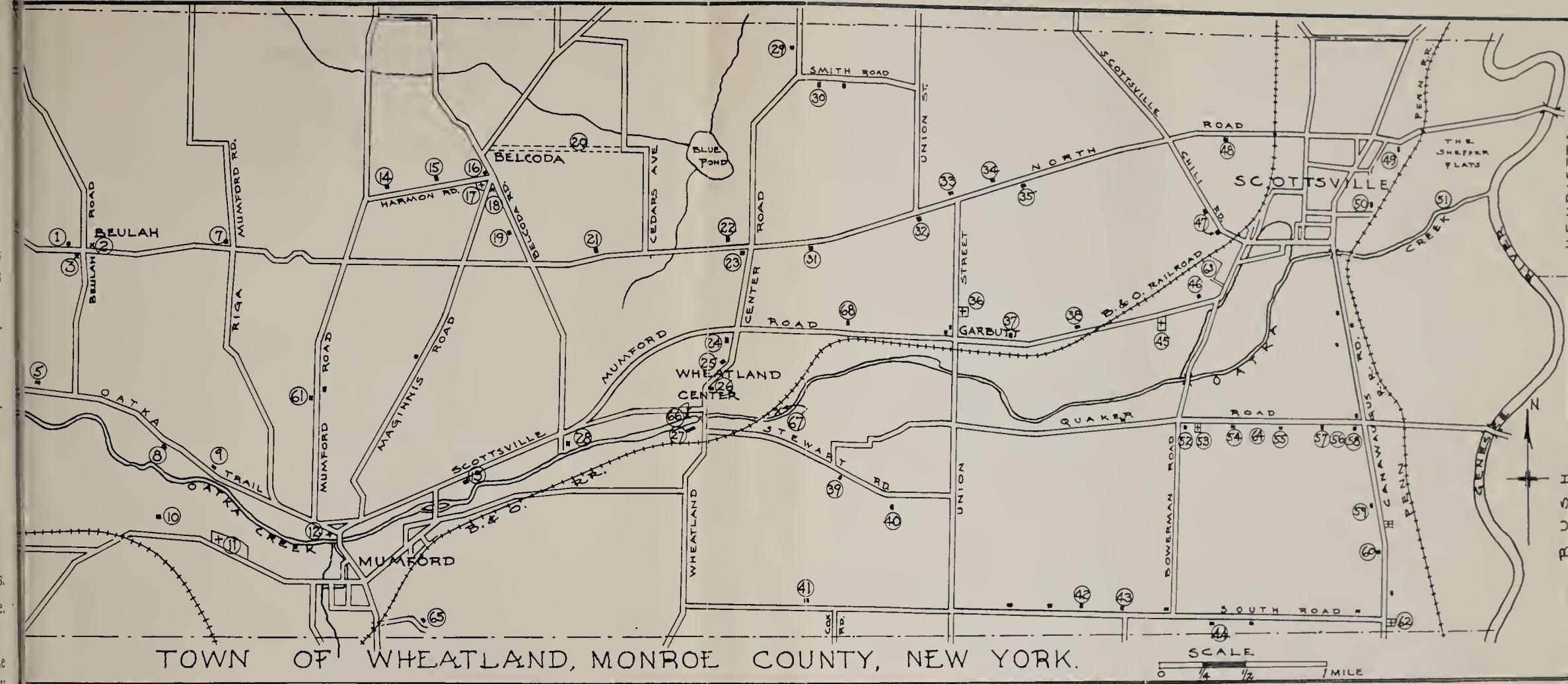
1. The old schoolhouse District No. 9 moved to this site in 1919.
2. Site of the Beulah United Presbyterian Church built in 1851 and razed in 1939.
3. A small stone schoolhouse stood here as early as 1827. Between 1840 and 1845 District No. 9 built a frame schoolhouse to the rear of the stone building. The frame schoolhouse was moved to the north side of the road in 1919.
4. The John McPherson homestead.
5. The M. McPherson house.
6. Site of Flint Hill School.
7. Cobblestone house built by Sylvester Harmon.
8. John Christie homestead.
9. Peter McPherson house.
10. House built by Samuel Irvin. Now the home of Frank Sheffer.
11. Mumford Cemetery.
12. The site of the first schoolhouse west of the Genesee River, built in 1803.
13. Log cabin built by Findley McArthur, now the home of Paul Skivington.
14. House built by Ira Harmon in 1848, now the home of John E. Harmon, a grandson of Ira.
15. House built by William Shirts in 1825, later acquired by Eugene Harmon. Now the home of Isabelle Harmon.
16. Brick schoolhouse built in 1867.
17. Belcoda Cemetery.
18. Site of the First Baptist Church of Wheatland.
19. Frame house built by Ephraim Blackmer in 1857.
20. A road laid out in 1832 from Falwell's mill to Shirts' tanyard. It was discontinued in 1848.
21. The farm of Deacon Rawson Harmon I and later the farm of Elisha Harmon. Elisha built the brick house.
22. The homestead of Rawson Harmon II. On this farm he conducted an Agricultural School in 1846.
23. District No. 5 schoolhouse.
24. Tavern built by Clark Hall in 1825.
25. This two-story brick house was built in the early 1830's and was first used as an academy.
26. This frame building was originally District School No. 6.
27. The Ebsary Gypsum Company.
28. House built by John McNaughton, but later remodeled.
29. Sanford A. Smith house.
30. Farm and home of George H. Smith.
31. Cobblestone house built by Ariel Harmon.
32. Farm and home of Harris Rogers.
33. House built by George Goodhue.
34. McVean house.
35. Stone house built by one of the sons of John McVean, an early settler.
36. The Garbutt Cemetery.
37. House built by John Garbutt, now Walnut Inn.
38. Early house built by H. McVean.
39. Stone house built by the Rev. Donald Mann.
40. House built by Stephen Bennett.
41. House built by Steven W. Cox.
42. District School No. 4.
43. The James Fraser homestead.
44. Quaker Church built in 1854 by the Orthodox Quakers.
45. Oatka Cemetery.



46. This house is on the  
initially owned by Poweuse.  
ter and it is said to  
be built by him.
47. House built by Will  
later the home of Ad  
Hanford.
48. This house was built  
by McVean in the early  
part of the century.
49. The frame house built  
by Isaac Sheffer II.
50. Solomon Brown-Dow  
homestead.
51. The Cox Family cemetery.
52. Holy Angels Cemetery.
53. Site of the First Quaker Church.
54. James Guthrie homestead.
55. Site of Albright's mill.
56. Site of Finch's Distillery.
57. House built by William Garbutt.

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- 46. This house is on the farm originally owned by Powell Carpenter and it is said to have been built by him.
- 47. House built by William Welsh, later the home of Admiral Hanford.
- 48. This house was built by David McVean in the early 1830's.
- 49. The frame house built by Peter Sheffer II.
- 50. This cobblestone house was built by Peter Sheffer II for his son, Levi, in the early 1840's.
- 51. Site of Ebenezer (Indian) Allan's log cabin purchased by Peter Sheffer I.
- 52. L. B. Bowerman house.
- 53. Quaker Cemetery.
- 54. Shadbolt-Stokoe house.
- 55. Killian Martin-Wilbur house.
- 56. Site of the Quaker Schoolhouse.
- 57. The Church built by the Orthodox group of Quakers in 1834 of cobblestones.
- 58. Samuel Shadbolt house.
- 59. The Hazard-Farrell-Elzenga house.
- 60. Cobblestone house built by Isaac Cox, 1838.
- 61. Solomon Brown-Dow homestead.
- 62. The Cox Family cemetery.
- 63. Holy Angels Cemetery.
- 64. Site of the First Quaker Church.
- 65. James Guthrie homestead.
- 66. Site of Albright's mill.
- 67. Site of Finch's Distillery.
- 68. House built by William Garbutt.

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## *INTRODUCTION*

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**T**HREE IS no better way of understanding a town than to know its history by writing it. This Mr. Schmidt has done with painstaking care. His approach is somewhat unusual, for he has divided the history of the six communities in the town of Wheatland into decades. This has the advantage of picturing the growth of the area step by step, rather than describing the growth of one institution at a time over a period of a century and a half. His narrative of state, national and international affairs, decade by decade, serves as a useful introduction to his exposition of local affairs.

The federal census of 1950 lists 2502 people in the Town of Wheatland. It is a small town as population goes; but in the history of its six communities occurs all of the varied aspects of settlement, expansion and decline which characterize any agricultural area whose life is governed to some extent by industrial development. In Wheatland one can discover the consequences of the rise and decline of transportation facilities like the Genesee Valley Canal between 1840 and 1878. The increase of industrialism and of railroad building have left their mark on Wheatland. The increase of population centers like Mumford has resulted in an overflow into communities beyond the town and county limits.

The writer of local history has the difficult problem of avoiding mere summaries of information, of giving life to his narrative and of creating a picture of the continuity of human institutions. One problem is how to avoid cataloguing persons and places and to bring them to life. Another problem is to describe the old in terms of the new, for regardless of how well the reader may know the community about which he is reading, identification of the old is continuously necessary.

The influence of industry on a community may color its whole life, as was the case with Garbutt. In this instance it is actually possible to see how the economy of the area was strengthened by the rise of the gypsum industry and its derivatives. Here one finds a good example of the effect of good times throughout the country

upon the life of a small community. Each period of economic expansion resulted in increased production; each economic depression reduced the output of the mines, brought about mergers of industries and, eventually in 1943, closed the last mill.

This narrative contains a wealth of material about schools, churches, fraternal and other societies. Mr. Schmidt has gone through an amazing amount of written and printed materials to authenticate information about people, events and dates. He has given us the raw material for use in fashioning segments of the history of Wheatland, such as, the history of the gypsum industry; the development of transportation and its consequences; the expansion of settlement; the development of agriculture; the social history of the town and the like. He has produced a useful book which many people will enjoy.

ALBERT B. COREY

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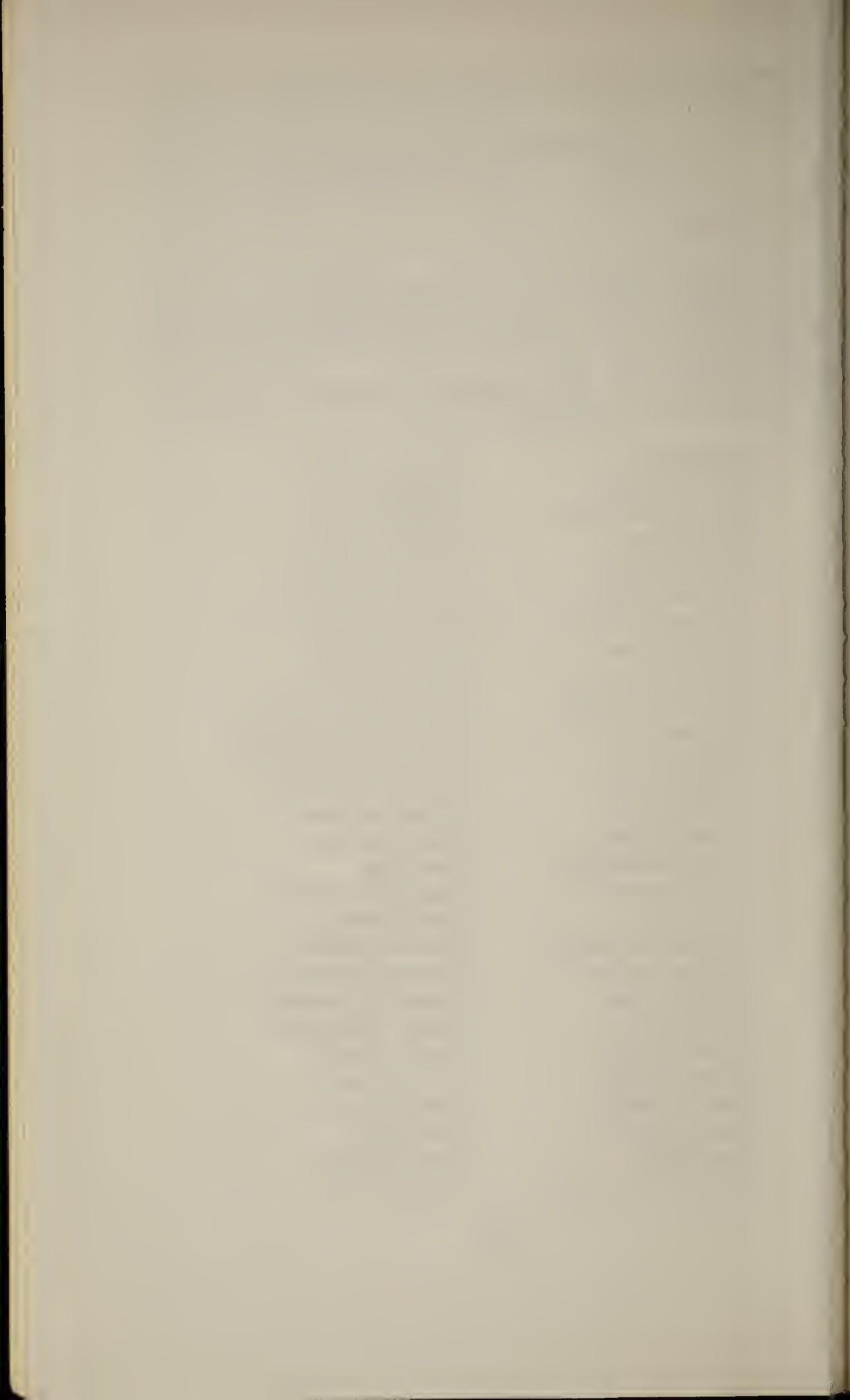
## ACKNOWLEDGMENTS

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I am especially indebted to Isabel Harmon, Mary Harmon, Frank Garbutt, LeRoy Slocum II, Stella Harmon, Chester Harmon and Byron Mowson. The writing of this book would have been impossible without their aid.

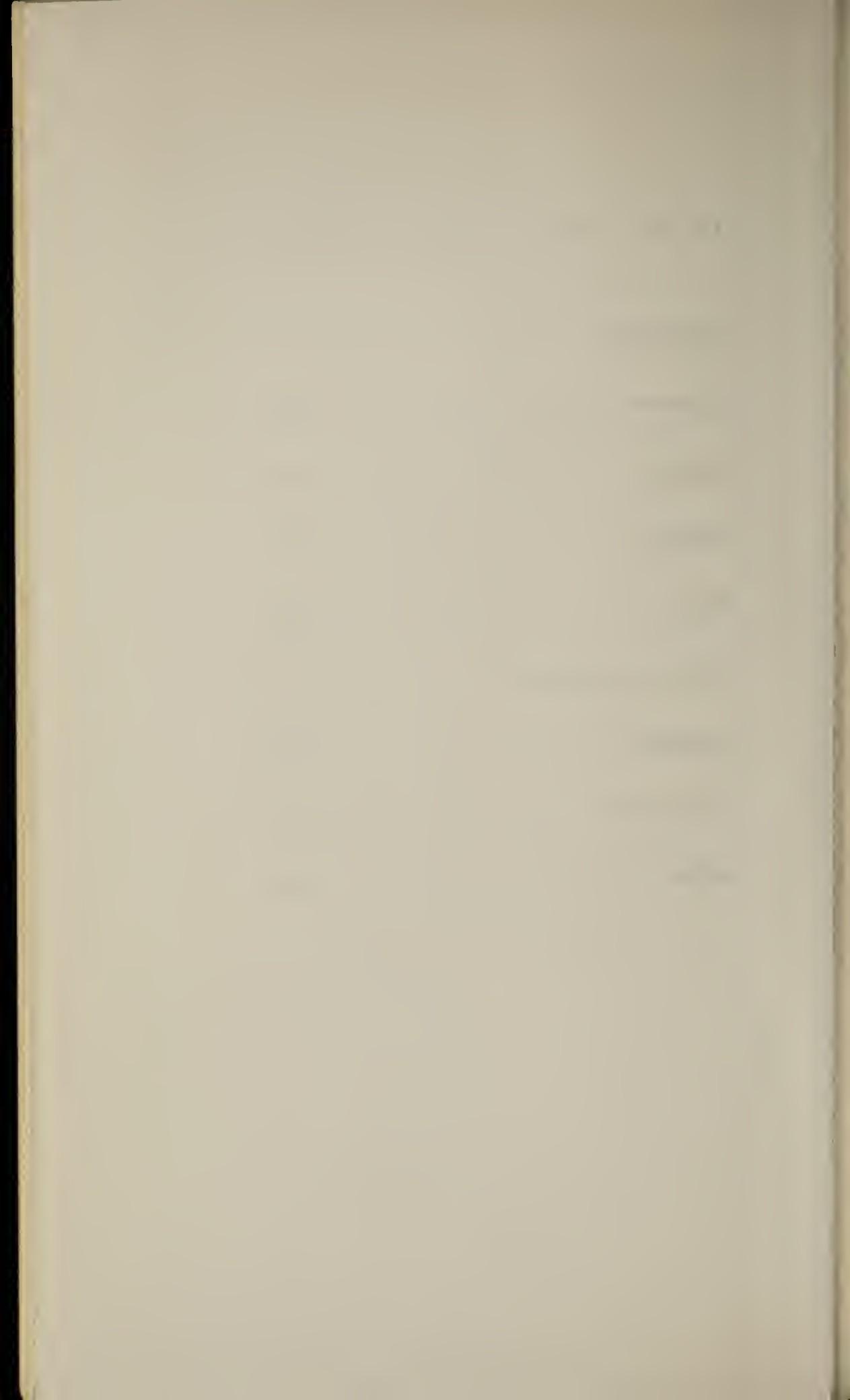
Others who have assisted in gathering information, loaning of scrapbooks, or photographs are:—

Harry Annin	Gerald F. Keith
A. J. Baldeck	Agnes Kelly
Maxwell Burrell	William Lawson
Mary Boyd	Mable Lockard
Edward Beahan	Wilson Marshall
Francis Callon	Florence Mathews
Lawrence Callon	Frank Mathews
Elbert Carver	Caroline Marsh
James Cameron	R. T. Miller, Jr.
John A. Campbell	Ruth Hanford Munn
Margaret Coe	George D. McDonald
William Cox	Roy M. McNaughton
James Couch	Catherine Rafferty
William Day	Catherine Resch
Romeyn Dunn	Verne Rulifson
Helen Edson Ennis	Leah Sage
John Freeman	George W. Sheffer
Janet Frey	Frank Sheffer
William Goodberlet	John H. Sheehan
Marion Gordon	George Skivington I
Charles Green	LeRoy M. Slocum I
Robert Green	Gladys Skivington
Lewis Galusha	Fred G. Smith
Harry Harmon	Thomas Stokoe
Harry Harvey	John F. Ward
Patrick Hickey	John Wells
Fred Heffer	Hattie Wilcox
Elisabeth F. Keith	Wallace Vokes



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## *F O R E W O R D*

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WHILE MEASURING and sketching the early architecture of the town of Wheatland, my interest was aroused by the stories told me, regarding the early settlers and the growth of the community. It appeared that the compilation of the facts and stories in book form would be of interest to many people, and also record the information before it became lost.

After reading a number of town and village histories, I had difficulty in forming a clear mental picture of their growth, because the complete history of the schools, churches, transportation and industries were arranged in separate chapters.

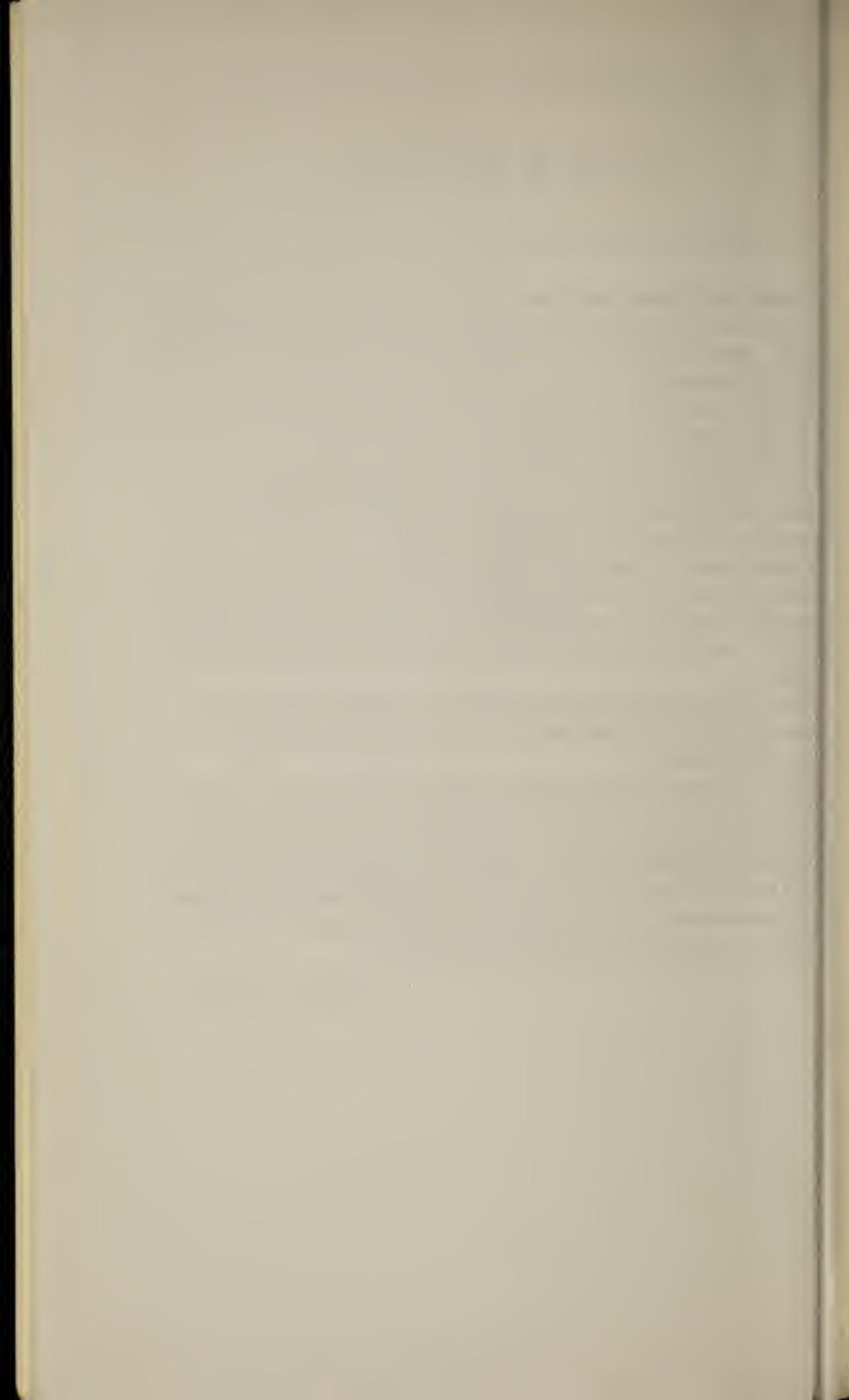
In this book, I arranged the material in chapters of ten-year periods, in more or less chronological order. In this way it is possible to read the history of any village or to read the corresponding chapter of each village and thereby follow the story of the entire township.

I have studied all the previous publications related to this subject. I acknowledge my indebtedness to all the writers, but especially to George E. Slocum.

The other material in the book was gathered from letters, diaries, deeds, scrapbooks, town records, newspapers and account books.

The author acknowledges with thanks the cooperation of Lucy and Willard Schmidt, Rebecca and Paul Schmidt, Hazel Root and Mary-Dudley Cowles for their valuable suggestions and criticism of the manuscript. To my wife, Anne Schmidt, special thanks for reading, correcting and typing the manuscript.

CARL F. SCHMIDT





# SCOTTSVILLE

## CHAPTER I

1789 - 1799

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DURING this period of ten years the political machinery provided by the Constitution was set in motion and our Federal System of Government was established.

When Congress met in April, 1789, and the electoral votes were counted, every elector had cast his vote for George Washington. The country then contained a free white population of 3,200,000 and about 600,000 slaves. Philadelphia was the largest city with 42,000 inhabitants.

Our country was then only about one-third its present size but a steady stream of immigrants was pouring across the Alleghanies. Agriculture was the most important industry and about ninety percent of the people were engaged in farming. The wars in Europe created a brisk and unusual demand for all farm products.

A tariff act was passed July 4, 1789, and a protective tariff has remained to the present day.

At this time there were three State Banks in the entire country. Through the efforts of Alexander Hamilton, the Bank of the United States was chartered by Congress in 1791 for a period of twenty years, with a capital stock of \$10,000,000. A mint was established in 1792 and a coinage law was enacted.

During these years the two political parties were known as the "Federalists" and the "Republicans." The Federalists, led by Hamilton, believed in a strong federal or central government. The Republicans, under the leadership of Thomas Jefferson, believed that the various state governments should be kept strong so as to resist any increase in power of the national government.

Indians remained a constant threat, because the immigrants were moving west into their hunting grounds.

Spain refused to allow our shipping to pass freely through New Orleans to the Gulf of Mexico, and England still held possession of the fur-trading posts within our territory.

John Jay, our representative in London, negotiated a treaty with England in 1795. England agreed to surrendered the fur-trading posts but would not guarantee that American vessels would no longer be disturbed and that American seamen would no longer be impressed. In this same year, Thomas Pinckney negotiated a treaty with Spain which gave our country uninterrupted navigation on the Mississippi River.

John Adams was elected in 1796 to succeed Washington and inherited from his predecessor a legacy of trouble with France. The revolution in France made difficulties for Adams and these gave the Republicans the material to conduct their campaign for Jefferson in 1800.

During the twelve years the Federalists were in office, they set the country's finances in order and strengthened our credit at home and abroad through the genius of Alexander Hamilton. They gave life and power to the Constitution and set the new Federal Government on a firm foundation.

THE TOWN OF WHEATLAND is located in the southwestern corner of Monroe County about eleven miles from the city of Rochester. It is bounded on the east by the Genesee River and extends westward about nine miles to Genesee County. On the north it abuts the towns of Chili and Riga, and on the south it is bounded by Livingston County. The distance between its north and south boundaries is three and one-half miles; therefore, it has an area of about thirty-two square miles.

The town of Wheatland was a part of the vast area of Western New York of which little was known before the Revolutionary War. It was the home of the powerful Seneca Indians. A few Jesuit missionaries and traders had visited this region, but it remained an unknown land until General Sullivan was ordered by Washington to totally destroy and devastate the settlements of the Six Nations.

In the Sullivan campaign of 1779, the Indians made a sad mistake when they lured his army into the heart of their domain. Making their way through the wild country of woods, hills and swamps, the soldiers saw lush fields of grass and large quantities of fruit and vegetables raised by the Indians with but indifferent cultivation. It made the white men hunger for the land that they saw.

After the soldiers of Sullivan returned to their homes they gave glowing accounts to their friends and neighbors of the fertile soil they had seen. Before the Federal Government had made a treaty with the Indians and before the Indians had passed title of the land to Phelps and Gorham, settlers were making their way into the Genesee Country in search of land.

One of these settlers in search of land was Peter Sheffer with his sons Peter, Junior, 28 years old, and Jacob, 22 years old. It was late in the fall of the year 1789 that they made their way from Bloomfield to Hartford (now Avon) where they crossed the Genesee River and proceeded to the Indian settlement of Canawaugus. From there they followed the old Indian trail northward and made their way to Ebenezer (Indian) Allan's log cabin.

"Indian Allan" moved to this location on the river flats from Mount Morris in 1786, and built a log cabin on a knoll on the north side of Oatka Creek, about 600 yards west of the Genesee River. He owned about 475 acres, part of which was granted him for services rendered Phelps and Gorham in the treaty with the Indians. 300 acres were a gift from the Indians. He had under cultivation at this time about 60 acres of land, 20 acres of which were planted in wheat. He also had some cattle and horses.

The Sheffers had come into the Genesee Country in search of arable land but due to the approach of winter they arranged to stay with Allan in his log cabin until spring. The Sheffers must have been impressed with his farm and since Allan had lived here about as long as his restless spirit would permit him to live in any one location, an agreement was soon reached and Peter Sheffer I became owner of the 475 acres on the river flats. He paid Allan \$2.50 per acre, which was a high price at the time. In the spring of 1790 Ebenezer Allan moved to the Falls of the Genesee River where he had built a rude sawmill in the previous summer and had also started the construction of a grist mill.

When the Sheffers passed through Canawaugus on their way to Allan's cabin they must have passed near the log cabin of Christopher Dugan. Mrs. Dugan was the sister of Ebenezer Allan. Their cabin was located on the bank of Dugan Creek near the Canawaugus road. Dugan either came with Allan or soon followed him. He is credited with owning considerable land because Samuel Street purchased a farm from him in 1791. At the first election held in Northampton in 1797, Dugan was chosen a path-master. His name appears on the tax roll of 1800 as the owner of real estate valued at \$1,306.00 on which the tax was \$1.63.

In the spring of 1790 Jacob Schoonover arrived and settled near Dugan Creek. His family included a daughter of eighteen, Miss Elizabeth Schoonover. Peter Sheffer II soon became acquainted with Elizabeth and with the legal assistance of Judge Chapin of Canandaigua, Miss Schoonover became Mrs. Peter Sheffer before the end of 1790. This was the first marriage between white persons in this area west of the Genesee River.

Isaac Scott, after whom the village of Scottsville is named, came the same year and purchased from the Wadsworths 150 acres of land at \$4.00 an acre. His farm included most of what is now the village of Scottsville. He built a log house on the west side of Canawaugus Road between Oatka Creek and the present Main street of Scottsville. This was the first building to be erected in what was to be the village of Scottsville. Scott came from New Hampshire when he was about forty-five years old. Two of his daughters married brothers, Cyrus and Luther Douglass and one married Jesse Beach. If the daughters and sons-in-law of Scott did not accompany him, they came sometime during 1790.

In the following year, 1791, Hinds Chamberlain, a brother of Mrs. Isaac Scott, and Reuben Heath, a native of Vermont, settled here. Heath found employment with Peter Sheffer, where he

earned the means to purchase lot No. 61 on the North Road where he built a log house.

The same year that the Sheffers came, 1789, Ontario County was organized. It was taken from Montgomery County and included all that vast territory of New York State lying west of the pre-emption line, one mile east of Geneva. Ontario County was divided into eight districts or townships, and the second district, called Genesee, embraced all that territory west of the east line of the present towns of Pittsford, Mendon, and Richmond. On April 9<sup>th</sup> the first town meeting was held in Canawaugus for the district of Genesee. John Ganson was elected the first supervisor, and Joseph Morgan was elected path-master. (See Appendix No. 1.)

Joseph Morgan came to western New York in 1789 and first settled near the confluence of Honeoye Creek and the Genesee River. Three years later, in 1792, he moved across the river, taking up a tract of land adjoining and to the north of Peter Sheffer's. Morgan built a log cabin on the knoll just east of the Scottsville Road where it passes over the Pennsylvania Railroad tracks. He was a soldier of the American Revolution; he enlisted in 1776 and was discharged in 1783. Morgan served in Captain Lee's Company and took part in the battles of Monmouth, Germantown, Brandywine Ford, and Stony Point. He was at Valley Forge during the winter of 1777 and at the siege of Yorktown. Morgan died February 6, 1829, and lies buried in the little cemetery on the west side of Scottsville Road near the location of his cabin. (See Appendix "A" for Revolutionary War veterans of Wheatland.)

It is difficult for us to create a mental picture of the Genesee country of one hundred and fifty years ago. Most of the choice land was covered with trees or thick brush, and the land thickly strewn with stones and boulders. There were no roads, only a few trails made by the Indians. These made a tortuous way around waterholes, cuts, and depressions. The old trail that led north from Canawaugus followed the bluff through Rochester Street in Scottsville, and it is interesting to note that the bend in this street follows the old trail. The trail continued north and roughly followed the river.

Sometime during 1792, Peter and Jacob Sheffer laid out a road to the falls of the Genesee. The building of this road was nothing more than widening the old Indian trail sufficiently to permit the passage of ox teams and small wagons. Work on the road continued for several years, but it was not until 1794 that some of the streams were bridged with logs.

On January 20, 1793, a daughter, Nancy, was born to Peter Sheffer II and Elizabeth (Schoonover) Sheffer. It is said that Nancy Sheffer was the first white child born between the Genesee and Niagara Rivers.

Prior to 1795 there were no roads leading westward from the Genesee River north of Canawaugus. Hinds Chamberlain was Highway Commissioner at this time. He laid out a road from Isaac Scott's cabin, connecting at that point with the Canawaugus Road, and extending westward as far as what is now Wheatland Center. Since there were then no settlers at Garbutt or Wheatland Center the only reason for laying out this road was that it would meet eventually the road to Fort Niagara at the "Big Springs." The Scotch settlers did not begin to arrive at the "Big Springs" until 1799.

About the same time a rough roadway known today as North Road was laid out from the farm of Peter Sheffer. The road led west to the farms of Reuben Heath and the Hetzler brothers, Frederick and Nicholas. They were the first settlers on this road and had purchased lots and built their log cabins.

The Hetzler brothers came from eastern Pennsylvania in 1795. Nicholas purchased lot No. 58 and Frederick No. 55 next west. They were advanced in years, and after their deaths, their children moved to Orleans County.

A detachment of regular soldiers on their way to take possession of Fort Niagara in 1796, were driven by a severe storm on Lake Ontario into the mouth of the Genesee River. They made their way south along the River until they came to Peter Sheffer's farm, where they were quartered in the barn. When the soldiers resumed their journey to Fort Niagara, Peter Sheffer supplied them with corn meal and pork for which the officer gave his note. Peter Sheffer accompanied them as far as the "Big Springs" (now Caledonia), which was on the trail to Fort Niagara. This group of soldiers was the first to raise the American flag at Fort Niagara.

The following year Peter Sheffer II drove some cattle to Canada and on his way visited the Fort and received payment for supplying the detachment of soldiers that stopped at his farm.

Aaron Burr was another visitor during the same year. Burr, his daughter Theodosia, and her husband, Governor Allston of South Carolina, while on their way to visit Niagara Falls, stopped at Hartford (Avon). Burr had heard of the Falls of the Genesee and was very anxious to see them. He left the party at Avon and made his way on horseback to the falls. Darkness overtook him on his return, but he located the Sheffer cabin in the flats; he spent the

night there and continued on to Hartford in the morning.

In April, 1797, eight years after the forming of Ontario County, its sub-divisions, or towns, were re-formed and all that region between the Genesee River and Lake Erie was made a separate town of Ontario County, and called Northampton. The first election in the new town was held April 4, 1797, in Sheffer's log cabin. Josiah Fish was elected Supervisor. (For a complete list of offices see Appendix No. 2.) The inhabitants were so few that only eleven men held all the town offices. Some held two and Peter Sheffer held three town offices. All of these men lived within a mile of the west bank of the Genesee River, but were scattered from Canawaugus to Lake Ontario.

During the year 1798, Peter Sheffer II cut the timber and made preparations for building his new house and barn. In the following year, the first frame house west of the Genesee River was erected on the Sheffer farm. The house was built on higher ground bordering the west side of the farm. Several additions and alterations have been made to the Sheffer house, so that nothing of the original house remains visible. It is today the home of Mr. and Mrs. Eugene Brown. Sheffer secured the sawed boards for his house from the Allan saw mill at the falls of the Genesee. About the same time Peter Sheffer II erected a large frame barn, this barn was so huge that it took all the men in the region, twenty in all, to erect the heavy timber frame.

While his son, Peter II, was building his house, Peter Sheffer I died in 1798. Nine years before, at the age of 78, he came from Pennsylvania with his three daughters and two sons. He purchased 1200 acres of land from General Fellows near Bloomfield which he bestowed upon his three daughters, and in the late fall he proceeded to the Genesee River flats where he purchased "Indian Allan's" farm for his two sons.

In the town meetings of 1798 and 1799, Josiah Fish was re-elected Supervisor. Settlers were constantly arriving to take up land, and new names appear among the town officers. (Complete list of officers in Appendix No. 3 and No. 4.) In 1795, the State Legislature passed an act for the encouragement of schools. This act is the foundation of the public school system of New York State, but the law was permitted to expire in 1800 in spite of attempts to renew it.

Early town records show that the Clerk of the Board of Supervisors notified the Town of Northampton in 1797 that there was \$35.74 available for the support of schools in the town. In 1798 the

amount was \$61.36. There were no schools in the town at the time and the records do not indicate that Northampton took advantage of the available funds.

Peter Sheffer was elected the first school commissioner of the town in 1798, and in 1799 a school committee was elected. The committee consisted of the following men: Chapman Hawley, Joseph Morgan, and Josiah Fish.

The town meeting of 1799 increased the number of path-masters from three to five. One of the new districts was that territory west of "Big Springs" (Caledonia). Jesse Beach, son-in-law of Isaac Scott, who had located on the road from "Big Springs" to Ganson (LeRoy) was elected a path-master, the first one west of the "Big Springs."

The first road surveyed and recorded in the first Book of Records of the town of Northampton extended from the still house belonging to Stephen Peabody to Braddock's Bay. Stephen Peabody had located near Joseph Morgan, about one and one-half miles north of Scottsville. There he operated a distillery. The road to Braddock's Bay began near his cabin and ran in a northwesterly direction. A man named Alexander Rea was the surveyor, and the work was done under the direction of Cyrus Douglas and Reuben Heath, Commissioners of Highway.

For three years the people at the town meeting voted to raise \$50.00 for use of the Town, and in 1799 they voted to raise an additional \$50.00, payable in labor and produce, to be used in building bridges.

The needs of the early settlers were many. They needed shelter, a plot of ground to grow food, and roads. They built rough log cabins, the roofs of which were covered with shales. Often the door and windows were just openings over which a blanket was hung at night. Land was roughly cleared and burnt off. The large tree stumps and boulders were left in place until more time and help was available. Crude plows just broke the ground but the yields from the fertile soil were abundant.

Food that had to be brought from the eastern cities was scarce. The first store, in what is now the Town of Wheatland, was not opened until 1811 in Garbuttsville. The people made tea from hemlock and other tree bark, and coffee was made from burnt corn. Bean and pea porridge were common dishes.

Bears, wolves, pigeons, and raccoons were plentiful and harmful to livestock and crops.

Colonel Fish, who had boarded with Peter Sheffer during 1795,

related later in life, that they had raccoon for breakfast, dinner, and supper, without vegetables. On special occasions they had cakes fried in raccoon oil.

Fences to enclose the stock had to wait. Consequently stock of all kinds ran in the woods. To identify the cattle, sheep and pigs, a system of earmarks was used and each owner recorded his particular mark in the town book. In some of the old town books, the picture of an ear is drawn with the owner's mark and his name opposite.

On April 3, 1798, Jacob Schoonover registered his mark for cattle and swine. It was a hole in the near ear and a slit in the top of the off ear.

On April 4, 1799, Jesse Beach registered his mark as a slit in the near ear; and the mark of Hinds Chamberlain was a slit in the end of the off ear.

Before the close of the 18th century, Francis Albright came from Seneca County and located upon lot No. 27, later the site of Wheatland Center.

# SCOTTSVILLE

## CHAPTER II

1800 - 1809

THE FIRST DECADE of the nineteenth century begins with the great political struggle between the Federalists and the Republicans. It required thirty-five ballots to elect Thomas Jefferson to the presidency, succeeding John Adams. The offices of the government had been removed from Philadelphia to Washington in June, 1800, and Jefferson was the first president to be inaugurated in Washington.

Napoleon forced Spain to cede to France the vast region of Louisiana in 1802. This placed the troublesome Napoleon in New Orleans and on the west shore of the Mississippi River.

The great movement to the west, over the Alleghenies, was underway and several hundred thousand settlers had moved into Ohio, Tennessee, and Kentucky. These settlers depended upon free navigation on the Mississippi River. Pressed for monies to conduct his campaign in Europe, Napoleon sold all Louisiana to the United States in April, 1803, for \$15,000,000. The acquisition of only doubled the area of the United States, but gave us control of the entire Mississippi River.

Jefferson determined to fight the Barbary pirates, because American shipping in the Mediterranean was under constant harassment by the Barbary states of North Africa, rather than accede to their demands. After three years, the war came to an end in 1804, when a treaty of peace was signed giving American vessels the freedom of sailing the Mediterranean Sea.

Eli Whitney patented the cotton gin in 1793, but it required several years before it was generally adopted. In 1791, the United States produced only two million pounds of cotton, but as the cotton gin became more generally used, the demand for cotton increased so that by 1801 the production of cotton reached forty-eight million pounds. The invention of the flying-shuttle and the spinning-machine created even greater demands for cotton. In 1807 only fifteen cotton mills existed in the United States and they were operating only eight thousand spindles; four years later the number of mills had increased to eighty-seven and the number of spindles to 80,000. The industrial era in the United States had begun, although in England, and to some extent on the continent, the industrial revolution was well under way before the end of the eighteenth century.

Robert Fulton's steamboat, the Clermont, made her first successful voyage up the Hudson River in 1807 from New York to Albany.

In the presidential election of 1804, Thomas Jefferson was re-elected over his Federalist opponent, General C. C. Pinckney.

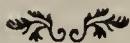
Ohio was admitted to the Union in 1803 and it then had a population of fifty-five thousand. In 1805 the new territory of Michigan was established. Our foreign trade had doubled, and the customs receipts so far outran Gallatin's estimates that our debt was reduced by twenty-five million dollars, in spite of the purchase of Louisiana.

After a peace of only one year, the war between England and France was renewed in 1803 and was to last until the final overthrow of Napoleon in 1815. The war between England and France was the cause of continuous trouble between the United States and the warring nations. Neither one had any respect for our rights on the sea, but since England was mistress of the seas, she caused the greatest damage to our commerce. Therefore Congress, upon the recommendation of Jefferson, passed the Embargo Act in 1807. Instead of having a deterring effect upon England and France, it aroused a storm of opposition in America. Our commerce in 1808 decreased to less than one-third of its value in the previous year, and customs revenues fell from \$16,000,000 to \$7,000,000.

The Republicans won the election for the third time in 1808 and James Madison became President March 4, 1809.

Three days before Madison took office the Embargo Act was repealed and the Non-intercourse Act was substituted. It was to apply only to France and Great Britain.

Throughout this decade there was a great deal of trouble with the Indians. The white man, in ever increasing numbers, was settling on the Indian's hunting grounds. It did not require much encouragement from either English or Spanish agents to incite the Indians to commit hostile acts against the settlers.



DURING the last decade of the 18th century, colonization of the Genesee country was rather slow, but with the turn of the century it burst like a flood over the land. In 1800 a charter was granted and a road was built between Schenectady and Utica, a distance of sixty-three miles. As soon as the road was opened thriving business commenced. The teams and wagons of the immigrants heading for the western part of the state were nearly continuous. Writers of that day said that sometimes as many as twenty wagons were in sight at one time. It is related that 1200 sleighs passed through Albany in three days which were loaded with settlers and their household goods on their way to the Genesee country.

At the town meeting held April 1, 1800, at the home of Peter Sheffer II, Josiah Fish was re-elected supervisor. (For a complete list of elected officers, see Appendix No. 5.)

The first state tax for the town of Northampton was levied in 1800, and the first tax roll, dated October 6th, for all this vast area west of the Genesee River, contained less than 150 names, a large number of which were non-residents. The list is not complete because a section of the first page was missing containing the surnames beginning with "A" and "B." Peter Sheffer II was appointed collector, and it must have been a difficult task for him to look up the

settlers scattered as they were in the forest. He found it cheaper to pay many of the small amounts himself rather than look up the men to whom they were assessed.

The following names taken from the tax roll were then living in the area which is now the town of Wheatland.

	VALUE	TAX
Chamberlain, Hinds .....	\$ 284.00	\$.40
Campbell, Peter .....	52.00	.09
Dugan, Christopher .....	1,306.00	1.63
Douglass, Cyrus .....	78.00	.14
Farwell, Elisha .....	288.00	.37
Goodhue, George .....	176.00	.20
Heath, Reuben .....	40.00	.09
Laybourn, Christopher .....	470.00	.62
Morgan, Joseph .....	870.00	1.11
McNaughton, John .....	48.00	.11
Peabody, Stephen .....	86.00	.18
Sheffer, Peter .....	4,260.00	5.36
Scott, Isaac .....	1,108.00	1.45
Schoonover, Jacob .....	731.00	1.00

Christopher Laybourn must have settled late in 1799 or early in 1800, because he was elected town clerk in the April election and his name appears on the 1800 tax roll. He was the original settler on lot No. 49, located on North Road east of Union Street. Laybourn erected a log house on the south side of the road on the farm now owned by Herbert Boylan. Laybourn was a prominent man and took an active part in the affairs of the town.

Isaac Scott built an addition to his log cabin on the south side of Main Street and in 1800 he opened it as a tavern. Due to the rapid slope of the ground down to the creek, the south side was two and one-half stories high and the front or north side, one and one-half stories high. The first floor, as one entered from the north side, had two large square rooms; and above was the sleeping loft. The basement was fully lighted from the south and was divided into two large square rooms. The one toward the east was the kitchen and the other on the west side was the dining room.

The Town Meeting in 1801 was again held in the house of Peter Sheffer on April 7th. Josiah Fish was elected supervisor and Christopher Laybourn, town clerk. The settlers in Northampton must have been very much annoyed by wolves, because at this meeting they voted that the sum of one thousand dollars be raised

for the purpose of giving a bounty for destroying wolves, also for other contingent charges of the town. Any person who gave satisfactory proof by oath or otherwise that he killed a wolf within the Town of Northampton was given a bounty of three dollars for each wolf.

The voters in the town realized that it would make for better government if Northampton were divided into smaller units and voted at this meeting to have the Town divided.

The annual town meeting for 1802 was held at the house of Peter Sheffer II March 2nd. Josiah Fish and Christopher Laybourn were again elected to the same offices.

The menace of wolves must have continued because they voted to increase the bounty from three to five dollars.

The Town of Northampton became the county of Genesee in March, 1802. It was subdivided into four towns: Northampton, Southampton, Leicester, and Batavia, and the village of Batavia became the county seat. The first three towns included all that territory within the county lying east of the Holland Purchase, which was a strip of land about twenty-four miles wide at the north end and eleven miles wide in the south. All the rest of the county west of the three towns was included in the town of Batavia. Northampton was at the north end, Southampton was in the center, and Leicester included all the territory south of Southampton to the Pennsylvania line. The present Town of Wheatland was then a part of the town of Southampton.

The first town meeting in Southampton was held at the house of Austin Brooks March 1, 1803, and Christopher Laybourn was elected supervisor. (For a complete list of elected officers see Appendix No. 6.)

Often settlers would remain only a few years and then move further west. Hinds Chamberlain and Jesse Beach moved to LeRoy before 1803 and Cyrus Douglas went to the new state of Indiana a few years later.

James Wood came about 1802 and in the following year built a log cabin upon his farm on the east side of the Canawaugus Road, now owned by Delos Boutwell. In the election held in 1803 Woods was elected one of the "fence viewers" and "overseers of the highway."

Early in 1804, the brothers Joseph and Isaac Cox arrived from Stillwater in Saratoga County. Snow was still upon the ground when they came in an old-fashioned long sleigh, turning the box upon edge at night and sleeping in it before the fire. The fire served

primarily to keep the wolves away and secondarily to keep them warm. They left their father, Samuel Cox, to sell his property and follow them later with the rest of the family. Joseph and Isaac settled on the west side of Canawaugus Road about opposite the farm of James Wood, it was located approximately where Marshall dairy is today. Isaac Cox was a Quaker, the first of that religious society to settle in Wheatland.

For fifteen years after the Sheffers located in the flats, the only mill for grinding wheat into flour was that of Indian Allan at the Falls of the Genesee. Some settlers used a hollowed out stump of a tree as a crude hand mortar for crushing their grain. In 1804, Francis Albright, who had settled on Lot 27 (later Wheatland Center), completed his grist mill. It was the first grist mill to be erected on the banks of Oatka Creek and the first in Wheatland. The mill was a one and one-half story frame building containing but a single run of stone. Although it was a crude affair, it was far superior to the slow, laborious process of the hand mortar. The mill became widely known and settlers came from great distances to have their grain ground into flour.

In those days, water was the chief source of power, and mill sites with water rights were valuable pieces of property. Water turned the wheels of the pioneer industries. During the busy 1830's and 1840's there were grist mills, plaster mills, saw mills, mills for the manufacture of cloth, and distilleries on the banks of the Oatka Creek.

The year 1804 also saw the arrival of Powell Carpenter, William Lacy, and John Finch. Powell Carpenter and his family came from Westchester County and purchased lot No. 56 and erected a log cabin. He was an energetic and public-spirited man, who, until his death in 1853, was a participant in many of the village business projects.

William Lacy settled with his family a short distance west of Scottsville. Lacy originally came from Fairfield County, Connecticut, and settled in Seneca Township, Ontario, in 1800 where the Lacy's were neighbors of the Garbutts. William Lacy died in 1814.

John Finch, the first blacksmith in the little community, located on the road west of Isaac Scott's tavern, about where the Catholic church now stands. Finch was a man of extensive reading and of more than ordinary education for his time. A blacksmith was an important man in the community during pioneer times; not only did he shoe horses and oxen, he made chains, made and repaired iron points and other farm implements, made hardware, rims for

wagon wheels, and various tools.

Soon after John Finch's arrival, a Mr. Sharp built and occupied a small blacksmith shop on the south side of Main Street opposite Church Street. A few years later his shop was destroyed by fire and he left the community.

Before either a church or school house was built, the pioneer settlers organized the first library west of the Genesee River in January, 1805. It was called "The Farmers' Library" and the first selection of books was brought by John Garbutt on foot from the store of Myron Holly in Canandaigua. (For list of books see Appendix No. 7.) The original ten members of this library were Peter Sheffer II, Isaac Scott, Cyrus Douglas, James Wood, John Finch, Christopher Laybourn, John Garbutt, Francis Albright, Powell Carpenter and Nathaniel Taylor. One of the original regulations of the library was that it should be kept forever within two miles of the bridge over Oatka Creek on Isaac Scott's farm. For the first two years the library was kept at the house of Peter Sheffer II and for two more years it was kept by Cyrus Douglas.

At the time the library was established, few books could be found in the homes of the settlers. Newspapers were practically unknown. Postal facilities, which were in private hands, were irregular and uncertain. Under these conditions books were eagerly sought after and the membership of the library rapidly increased. This library became widely known and exerted a great influence on the people. We are not surprised to read in the history, "One Hundred Years of Protestantism in Rochester," by Rev. Orlo J. Price (Rochester Historical Society, Volume 12, page 242): "We know of infidel clubs in Rochester and Wheatland in the early nineteenth century—that in Wheatland having a circulating library of the works of Hume, Voltaire, Volney, Paine, and others."

John Smith, a surveyor, came from Scotland to America before the turn of the century and in 1805 settled on the east side of Canawaugus Road, just north of James Wood's cabin. About this time, Stephen Peabody located on lot No. 74 on the east side of Canawaugus Road, opposite South Road, where he operated a distillery in conjunction with his farm. Peabody first lived near Morgan, later moved to Sheffer's flats, living in Sheffer's old log cabin or another one near that site.

It is said that after Peabody moved from the vicinity of Joseph Morgan, a man named Nathan Bassett located there and perhaps lived in Peabody's former log cabin. He came from the east where he had been engaged in the shipping business. After his arrival h

built a saw mill on the brook which flowed into a gully by the river. The gully has now been completely filled in, but in the days of river boating, it was deep enough for a boat to enter from the river. (The terrain in this locality has been considerably changed: first when the Genesee Valley Canal was built in 1840 and later when the railroad overpass was built.) The source of the brook was in the swamps and springs to the west of the road and the amount of water was quite limited. Bassett therefore built a flutter wheel of considerable length and small diameter. It proved to be a poor location. When the brook had plenty of water, the river was high and back-water stopped the sawing. When the river was low the brook failed and sawing ceased. Mrs. Samuel Shadbolt, a daughter of Bassett, described the song of the mill as follows; in a quick and lively way repeat:

I can saw, I can saw, I can saw,  
Then slowly—  
I can saw, I can saw,  
Then very slowly—  
I can't saw, I can't saw,  
Then with a drawl—  
I - will - stop.

Darius Shadbolt came with his family in 1805 and settled on the west side of Canawaugus Road about a mile south of Isaac Scott. In 1811 he bought 225 acres on Quaker Road.

Newman Warren settled about the same time a little further south than Shadbolt.

In 1806 Thomas Stokoe located on lot No. 59 on Quaker Road where he built a log cabin near Oatka Creek.

George Goodhue first settled in Braddock's Bay in 1800. He came from Canisteo, in February, on a sled drawn by oxen and crossed the Genesee River on the ice at the fording place just south of the Court Street bridge. When the sled approached the west shore of the river, Goodhue found the ice thawed away for a distance of about fifteen feet. He cut down some small trees to span the water and built a rude bridge. Mrs. Goodhue was seated in the sled holding her six-months-old daughter, Myra. She watched her husband. Suddenly a huge block of ice containing the sled broke off and began to move slowly down the river. Goodhue was an excellent woodman, and quickly cut down a small tree which fell upon the block of ice near the sled. A rope was fastened to the tree top on the ice and looped around a tree on the shore, permitting

Goodhue to haul the block of ice slowly into shallow water nearer the shore. It was then a simple matter of driving through the few remaining feet of water to land. He stayed at Braddock's Bay a short time and then moved to Parma. In his later years he used to tell of the difficulties he encountered on his trips to Albright's Mill on Oatka Creek to have his grain ground. This was probably one of the reasons why Goodhue moved to the Town of Wheatland in 1806 and settled on lot No. 44 on the North Road. His daughter Myra was then seven years old, fourteen years later she married Moses Wells of Garbutt.

At the town meeting held in the house of Shephard Pierce in April, 1806, the name of the town was changed from Southampton to Caledonia. Christopher Laybourn was re-elected supervisor, an office he held annually since 1803.

The year 1806 was a bad one for crops, according to the reports of the early settlers. Their needs were great, tools few and inadequate. Therefore bad years for crops must have been particularly trying. The ground was full of roots and strewn with stones and boulders. Plows were crudely made and very heavy to manage and at their best only stirred up the soil. A broken plow or tool was not easily repaired or replaced. Grain was frequently put into the ground without plowing, the ground was merely broken with a heavy harrow. The wheat had to be sown by hand and covered with a three cornered drag. The reaping was done with a sickle because the cradle was not a handy cutting tool among the tree stumps and boulders.

The threshing was done with a flail or by treading it out with horses or cattle, and cleaned by tossing it up in the wind, or by fanning.

In spite of the poor equipment and the difficulties in clearing the land, the yields were often from 20 to 25 bushels per acre. The price of wheat varied from twenty-five to seventy-five cents a bushel, depending on the harvest.

Clothing in the early days was generally the same for all seasons of the year and of home manufacture. Almost every pioneer woman made clothing for the family, except perhaps those made of buckskin. A few sheep and a patch of flax near the cabin helped to solve the problem. In every pioneer home the spinning wheel was always in sight and knitting needles and yarn were carried along on visits to the neighbors. Shirts were generally made from flax and hemp. A shirt made from wool was a luxury, because sheep required much care and protection from wolves. Coarse wool cost as much as

fifty cents a pound. Breeches were made of buckskin or hemp. A pair of cowhide boots cost seven dollars and shoes cost two dollars a pair, a high price compared to the wages. At that time wages ranged from \$4.00 to \$6.00 per week, a week consisting of six full days of ten or twelve hours. Shoes were often dispensed with by the men until long after the first snow. It was not an uncommon sight to see men wearing moccasins similar to those worn by Indians.

An act was passed by the State of New York on April 2, 1805, which provided that the net proceeds on the sale of 500,000 acres of vacant and unappropriated land were allocated to the support of the common school. No distribution was to be made until the annual revenue of the fund amounted to \$50,000.00. This amount was realized in 1813; and in 1815 the first distribution was made. This fund was apportioned among the counties on a basis of population, and each county was required to raise by taxation an equal amount to that received from the state.

We do not know what influence this act had upon the village, but in the following year, 1806, the first school house was built in Scottsville. It was built of logs and located in the southern end of the triangle made by Rochester Street, North Road and Grove Street, about where the water tower now stands. The first teacher was John Smith, a surveyor, who built his cabin just north of Ames Wood on Canawaugus Road. Miss Elizabeth Garbutt, a daughter of Zachariah Garbutt, succeeded him and she was the teacher when the log school was destroyed by fire in 1808. The school was then moved to a newly-erected barn on the farm of Lowell Carpenter, just west of the village.

Sometime during the year 1808 James Wood, who had located on the east side of the Canawaugus Road in 1803, sold his farm to Samuel Cox and moved to the town of Chili. The farm of Joseph and Isaac Cox, sons of Samuel, was located across the road.

The section of the road lying in the town of Chili, from Peabody's distillery to Braddock's Bay, which was built in 1799, was abandoned and the fences removed in 1809.

Although a school and a library had been established, there were no church buildings for religious services in the village. The first religious meetings were held in private homes. Later services were held in a barn belonging to Isaac Scott. The barn was located on the east side of Canawaugus Road opposite Scott's tavern, between the Losee home and Oatka Creek. Meetings were also held for a time in a barn near the present site of the Catholic Church on Main Street.

The latter years of this decade were difficult ones for the pioneers. The Embargo Act drastically restricted the commerce between the United States and Europe. The distant land-owners from whom the settlers bought their farms wanted cash payments, consequently their money had to be sent east. The only means the settlers had to get cash was to raise grain, which had to be delivered to eastern markets under great difficulties. This peculiar situation that drained off the ready cash to pay for their farms forced the people to adopt the barter system to a certain extent. Even the laborer was often paid half in cash and half in goods. The early day-books often mention doing both buying and selling with notes. The store keeper would buy a cow from the farmer and give him his note. The farmer then would have his horses shod and plow repaired at the blacksmith shop and pay with this note. The blacksmith in turn would make his purchase of goods at the store and return to the store-keeper his note.



# SCOTTSVILLE

## CHAPTER III

1810 - 1819

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THE CONGRESSIONAL election of 1810 sent to Washington a group of aggressive representatives from the western states, and along with certain representatives from the southern states, they formed the "war party." Henry Clay of Kentucky and John C. Calhoun of South Carolina were the leaders of the "War Hawks." Some of the members of the war party were for war with Great Britain; others for war with France; and still others were for war with both countries. They were incensed over the constant hostile acts of the Indians and accused the English and Spanish agents as instigators of these depredations. On November 7, 1811, Harrison defeated the Indians at the battle of Tippecanoe. During the winter of 1811-1812 the war spirit grew steadily and in June 1812 war was declared against England.

For more than two years the war raged on land and sea. The British failed to secure a foothold upon American soil and the Americans failed to make any gains in Canada. The treaty ending the war with England was signed at Ghent on December 24, 1814.

The war created many domestic problems. It cost a huge sum of money, business was badly deranged, the dollar fluctuated violently in value, and cheap British goods began flooding the American seaports. In spite of these new problems, peace with England, the defeat of Napoleon, and the crushing of the Indians on the frontiers had a very stimulating effect. A second United States Bank was established and a protective tariff measure was passed in 1816. Thus the war led the Republican party into the policy of protecting our manufacturers with a high tariff.

In the election of 1816, the Republicans elected James Monroe president. Indiana was admitted to the Union in 1816, and Illinois in 1818.

The greatest needs of the time were better means of transportation. It was necessary for the Federal government or the state to build better roads, make the rivers navigable, and construct canals in order to bind together the various parts of the country and to make the rapidly growing eastern cities easily accessible to the food-producing regions. Some of the leaders realized that the rapid growth without better transportation could lead to sectionalism or even disunion. Isolated sections saw and felt only their needs and not those of the country as a whole.

At first our national government did very little about internal improvements and tried to leave the responsibility with the various states. Some states did undertake the building of roads and canals and the building of the Erie Canal was one of the notable state achievements.

President Monroe purchased the Floridas, East and West, from Spain in 1819. This same year saw the United States experience its first financial collapse.

DURING the first half of this decade the westward march of pioneers was temporarily halted to some extent. The country was in more or less of a turmoil due to the war between England and France. The Non-intercourse Act practically eliminated our commerce. Both English and Spanish agents were encouraging the Indians to revolt against the settlers. Events finally led up to our second war with England in 1812. During this war the military struggles around Buffalo and the Niagara River, coupled with the Indian raids, discouraged eastern people from settling the Genesee country.

George H. Smith came from Dalton, Mass., in 1810 and settled on lot No. 40 where he built a log cabin on what was to become Smith Road. Dr. Guthrie, a tall, muscular Scotchman, came to the hamlet of Scottsville in the same year. He was the first medical practitioner in this locality. He remained about seven years and then departed.

A new small frame school house was built upon the farm of Reuben Heath on North Road in 1810. The school house was located on the north side of the road about half way between the present railroad tracks and the Heath farm buildings (later the David McVean farm).

The State legislature passed an "Act for the establishment of Common Schools in the State of New York" in June 1812. The law required the forming of school districts, and provided for the establishments of schools, their financing, and supervision. At the time the law was passed, there were three schools in what is now the town of Wheatland; one in Scottsville, Mumford, and Belcoda. The school in Garbutt was built in 1813.

By 1819 the frame school house erected on North Road in 1810 proved to be inadequate in accommodating all the pupils. The question of adding to the existing building or of building a new school was presented to the people in a public meeting. It was voted to build a new and larger school in a more central location. The site selected was the north-west corner of Rochester and Genesee Streets.

The first National Militia Law was enacted by Congress in 1792. It directed each state in the Union to furnish district muster rolls, containing the names of all able-bodied male citizens of military age, and required that each person so enrolled report annually, properly armed, and equipped for muster and exercise. The first "General Training" in the town of Caledonia was held in 1810, on the farm of Christopher Laybourn (lot No. 49) on North Road.

Companies were present from Caledonia, Chili, and Riga. Simon Pierson of LeRoy, who came to the Genesee country in 1807, attended this "training" and described it as follows: "Our regiment was commanded by Colonel John Atkinson of Braddock's Bay. To describe the fantastic appearance and ludicrous movements of the participants would baffle my description." The so-called three or four days of general training were more or less of a farce and of little use in a regular campaign.

A regulation stipulating that the Farmers' Library should forever be kept within two miles of the bridge over Oatka Creek on Isaac Scott's farm was rescinded in 1810. The library was moved to Albright's Mill at Wheatland Center.

Dr. Augustus Bristol, his wife, and three children, Isaac, Ives, and Sylvia, came from Connecticut in 1811, and the following year the doctor built a small frame house in the rear of the lot at No. 27 Main Street. Dr. Bristol practiced medicine in the village for many years. In 1816 he opened his house as a tavern. In her old age Mrs. Bristol would recount with evident pride the names of distinguished legal gentlemen who stopped at her tavern. At that time Scottsville was on the road from Rochester to Batavia, and lawyers on their way to the county seat of Genesee County, would stop for rest and refreshment. Dr. Bristol had operated the tavern only three years when he was appointed "Judge of the Peace"; this office debarred him from keeping a house of entertainment. He is said to have been a special favorite of the Indians and his house was a stopping place for them where they were administered to physically and morally.

Sometime during the year 1812, John McVean came from Perthshire, Scotland, and purchased the farm of Christopher Laybourn on North Road. Laybourn settled on lot No. 49 in 1800, served as supervisor for four years and then moved west to the state of Illinois. McVean came with his four motherless boys, David, Duncan, John, and Archibald, all of whom became prominent men in the town. During 1815 McVean bought additional parcels of land, lots No. 44 and No. 45, until he owned more than 600 acres.

About this time Luman Guthrie came to the village and built a blacksmith shop near the Sharp shop, which had been destroyed by fire. Guthrie's shop was located on the south side of Main Street, opposite Church Street. This shop continued to be used by various blacksmiths until the early years of the twentieth century. Guthrie took into partnership his brother Harvey, who had served in the War of 1812. Guthrie's name appears in an account book of a

Scottsville store until 1824, when he probably departed from the village.

A Mr. Brown was the first shoemaker, and his little shop stood near the site of the Oatka Hotel. Jonathan Babcock operated a tannery in the west part of the village, and near the tannery, Sherman Bills had a distillery.

In the town election in the spring of 1812, John Finch, the blacksmith, was elected supervisor of the town of Caledonia.

Hostilities broke out in June 1812 between Britain and the United States and western New York was kept in a state of anxiety and alarm by repeated attacks and the threat of attacks upon the shores of Lake Ontario and the Niagara frontier. (For a more detailed story of Wheatland's part in the War of 1812 see the "Belcoda" section.)

Until 1812 the only manner for the people in the town of Caledonia to receive mail was at the post office in Canandaigua, the end of the post route from the east. During that year a semi-weekly mail route was established between Canandaigua and Batavia, passing through Avon and Caledonia, and a post office was opened in Caledonia. For the following eight years mail, for the area which is now Wheatland, was obtained by calling at the Caledonia post office.

With the post office so near, women from the village would ride on horse back to call for their mail. When roads were merely trails, and most of the streams were still unbridged, it was customary to go on horseback. It was not uncommon for women to go in this manner on shopping excursions to Canandaigua and the village of Rochester.

Sometime during 1812 a group of men organized a society called "The Political Enquiring Society." The main purposes of the society, according to its constitution, were the study of politics, to be ever alert against ambitious groups aspiring to power, and to read opinions from several newspapers, because they realized that a newspaper can misrepresent or even omit important facts and events. The following men were the charter members: Powell Carpenter, William Reed, William Dean, Solomon Finch, John Garbutt, John Smith, William Armstrong, Rufus M. Cady, William Garbutt, William Winter, Levi Lacy, and Jacob Scott. (For the complete constitution and regulations of this society see Appendix No. 8.)

Abraham Hanford located in Scottsville in 1813; in the following year opened the first store for the sale of merchandise in the village.

It was a small frame building on the north side of Main Street where the cobblestone store is now located. Hanford had a small stock of goods which he obtained from his brother at Hanford's Landing. In the same year he built a small house just east of his store, now the home of Albert Callon, No. 8 Main Street. Until a few years ago the exterior appearance was very much the same as when it was built, but lately has been very much remodeled.

Dr. Freeman Edson arrived in the village in 1814. He was born at Westmoreland, N. H., in 1791, and began his professional studies in the office of Dr. Amos Twitchell, a physician and surgeon in Keene. Edson then entered Yale University, and graduated in medicine in 1814. He first went to Watertown, N. Y., and then made his way on horseback to the village of Scottsville, to visit his uncle, Isaac Scott. While on his visit he was persuaded by Dr. Bristol to remain, and for nearly seventy years he was a successful practitioner. He was an energetic man with a strong physique and determined will. The cause of education, religion, temperance, and every effort to improve the condition of the people found Dr. Edson an earnest and zealous advocate.

Abraham Hanford induced his brother, William Haynes Hanford, to come to the village in 1815 to clerk for him in his store. William remained in his brother's employ for only a few years, when he started in the business for himself. He had learned the trade of a carpenter in his youth and built several houses and stores in the village.

In 1815 a wagon-maker named Henry Tarbox made his home in Scottsville. Thomas Lowrey came from England and acquired a large tract of land on South Road which remained in the family for fifty years.

Many of the pioneer farmers were by this time harvesting bountiful crops, but the nearest cities in which the produce met with ready sale were Albany and Philadelphia. These cities could only be reached by long, tedious journeys. The greatest difficulty in those days was transportation. After the treaty was signed with Great Britain on December 24, 1814, the markets in Canada became available, and there were great demands from Europe. The heavy demands from Europe increased prices so that for a time flour sold for \$15.00 a barrel and the price of wheat ranged from \$1.12  $\frac{1}{2}$  to \$2.50 a bushel.

The cost of transportation is shown by the price that Thomas Viard of Avon received for freighting flour from Albright's mill at Wheatland Center to Fort Niagara. He freighted ninety barrels

of flour during the months of November and December 1812, when the roads were in very bad condition, for the sum of \$450.00.

Between 1815 and 1820 it cost about \$100.00 a ton for transporting goods between New York and Buffalo. This charge was divided about as follows: \$2.80 per ton to freight by boat between New York and Albany, a distance of 150 miles; and \$97.20 per ton to transport it overland by team from Albany to Buffalo, a distance of about 290 miles. The time required for the entire trip was between twenty to twenty-six days.

Consequently food products were to be had cheaply in the Genesee Country, but any imported products or tools were costly and difficult to obtain. It was imperative therefore for a community to try to become as self-sufficient as possible. Today we are amazed at the number of craftsmen that were required to manufacture and repair the various needs of a small community. After the farmers came the blacksmiths, tinsmiths, plow-makers, tailors, tanners, millers, coopers, wagon makers, grain cradle makers, furniture makers, shoe makers, lime makers, masons, and carpenters; working elbow to elbow, they built independent and self-reliant communities. Under this system the people received the goods directly from the maker, and every craftsman saw the results of his work and was proud of his achievements. This system was the foundation upon which America was built.

Because of the surplus grain supplies, which could not be shipped to eastern markets, settlers often built distilleries. They were small affairs and after the war there were eight of them in the town of Wheatland. The distillers were Stephen Peabody, Peter Sheffer, Sherman Bills, John Finch, Abraham Hanford, John McNaughton, and two men named Brown and Hutchinson. The stills could not have been profitable because according to the 1820 U.S. census, only four remained, those of Hanford, Hutchinson, Finch, and Brown.

Liquor seems to have been used on all occasions. When the frame of a barn or house was raised, a field of grain cut, or any chore that required a group of men, the presence of the bottle or jug was indispensable.

Asheries were common during pioneer days when it was necessary to clear the land of trees. Logs and branches were piled in large pyres and burned. The wood ashes were used to make potash and were worth about a shilling ( $12\frac{1}{2}$  cents) a bushel. John Maude, an observant English traveler, relates in his book that it required 450 bushels of wood ashes to make one ton of potash. The demand for



H. F. Schmook

Filer-Keys Store  
Scottsville N.Y.

FILER-KEYS STORE, SCOTTSVILLE, N.Y.

## HISTORICAL SITES IN THE VILLAGE OF SCOTTSVILLE

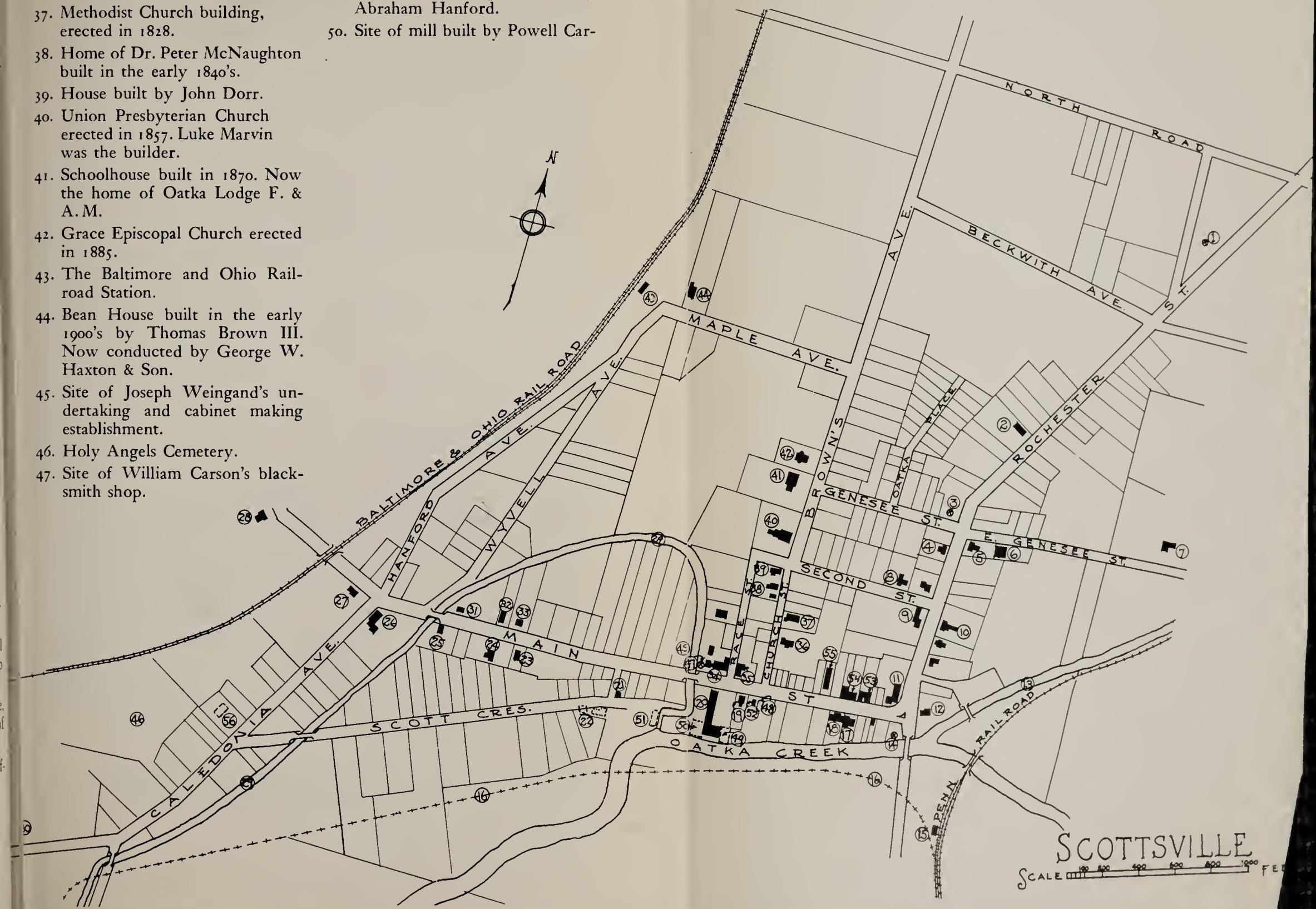
1. Site of the first log schoolhouse built in 1806.
2. Union Presbyterian Church parsonage.
3. Site of the fourth schoolhouse built in 1820.
4. The Hammond-Hitchens-Emerson house.
5. Austin-Abbott house.
6. The Fifth schoolhouse built in 1840 and enlarged in 1844.
7. The cobblestone house built by Peter Sheffer II for his son Levi. Now the home of Carey Brown.
8. Cobblestone house built by Osborn Filer, now the home of LeRoy Slocum II.
9. House built by Dr. Freeman Edson in 1816, and remodeled in 1846. Now the home of George Skivington I.
10. House built by Jonathan P. Sill in 1836, now the home of Arthur Robson.
11. Site of the Cargill House. The first section of this hotel was built by Powell Carpenter in 1820.
12. House built by Ira Carpenter and enlarged by Mrs. Mary Fraser. Now the home of Mrs. Byron Losee.
13. The Scottsville-Genesee River Canal built in 1837. Later this section became a feeder to the Genesee Valley Canal.
14. Site of Isaac Scott's log cabin and tavern.
15. The abandoned Pennsylvania Railroad station.
16. The branch line that ran to Garbutt.
17. Slocum's Hardware Store. The frame east section was built by Abraham Hanford in the 1820's for his home. The brick part was built by Ellis McQueen in 1863 for a hotel.
18. The Oatka Hotel. The first section of which was built by James Brown in 1824 for a hotel.
19. Store built by Elijah Talcott Miller in 1832, now Clydesdale and Kelly's grain house.
20. Brick building built by the Flower City Tissue Mills, now the Dorey Corrugated Paper Products, Inc.
21. Site of house used by the "Millerites" as a place of worship.
22. Site of Harvey Hyde's cooper shop purchased by Peter Freidell and his son Goodard in 1886.
23. American Legion Hall. Site of Hooper's tannery and David Gray's bean house.
24. House built by Francis Hooper, now the home of Robert Green.
25. Hyde house.
26. St. Mary's Catholic Church built in 1853.
27. House built by William Haynes Hanford in the 1820's.
28. House built by William Welsh, later the home of Admiral Franklin Hanford.
29. The raceway built by Powell Carpenter and Abraham Hanford to provide sufficient power to operate two mills.
30. The Powell Carpenter homestead, now owned by Mrs. Caroline Marsh.
31. Christian Walters, a tight-barrel maker, lived here and his shop was on the same lot.
33. Here lived Harvey W. Hyde, the cooper. Now the home of Mrs. Dorothy Reynolds.
34. The William and Thomas Raferty carriage shops.



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35. Store built by Dennis H. Scanlon.  
 Now William White's barber  
 shop.  
 36. House built by Elijah Talcott  
 Miller in 1836. It has been re-  
 modeled several times. Now the  
 home of Elbert Carver.  
 37. Methodist Church building,  
 erected in 1828.  
 38. Home of Dr. Peter McNaughton  
 built in the early 1840's.  
 39. House built by John Dorr.  
 40. Union Presbyterian Church  
 erected in 1857. Luke Marvin  
 was the builder.  
 41. Schoolhouse built in 1870. Now  
 the home of Oatka Lodge F. &  
 A.M.  
 42. Grace Episcopal Church erected  
 in 1885.  
 43. The Baltimore and Ohio Rail-  
 road Station.  
 44. Bean House built in the early  
 1900's by Thomas Brown III.  
 Now conducted by George W.  
 Haxton & Son.  
 45. Site of Joseph Weingand's un-  
 dertaking and cabinet making  
 establishment.  
 46. Holy Angels Cemetery.  
 47. Site of William Carson's black-  
 smith shop.
48. Site of McConkey's blacksmith  
 shop. First blacksmith shop built  
 on this site by Luman Guthrie in  
 the early 1810's.  
 49. Site of the grist mill built by  
 Donald McVean. After its com-  
 pletion it was purchased by  
 Abraham Hanford.  
 50. Site of mill built by Powell Car-
- penter in 1830 and destroyed by  
 fire in 1878.  
 51. Plaster mill built by John Z. Reed  
 in 1836. Purchased by Philip  
 Garbutt in 1840.  
 52. James Quinlan's blacksmith shop.
53. Cobblestone store built by Osborn  
 Filer in the late 1830's.  
 54. St. Joseph's Hall.  
 55. Scottsville Free Library.  
 56. Site of the Academy built in 1824.





potash gave the settlers an opportunity to obtain cash money. James Wadsworth wrote in 1807, that the ashes scraped off an acre after a good burn were worth from \$4.00 to \$8.00. This would almost pay for the clearing.

We know that Dr. Edson operated an ashery upon the present site of the Union Presbyterian Church. Lot No. 5 on the north side of Main Street, now the site of the homes of Mrs. Grass and Mrs. Marshall, was referred to in early records as the "ashery" lot.

After the war of 1812, Captain Levi Lacy continued in the Service. In 1816 he was one of the captains of the 77th Regiment, and in 1818, he was captain of a company of which Rufus Cady, Jr., his brother-in-law, was colonel.

For many years the pioneers often spoke of the "cold year." During the year 1816 there were frosts during every month of the summer. Few crops were harvested and much suffering followed. Many of the farmers even used for food the wheat and corn seed that was always retained for planting in the spring. Flour sold in Rochester for \$11.00 a barrel.

It was during the "cold year" that the first grist mill was built in Scottsville. Donald McVean and John Welch settled in this part of the town in the same year.

Donald McVean, a brother of John McVean who settled on North Road, came with the Scotch settlers to the Caledonia area. He was a millwright and was employed by the Wadsworths in 1815 to build a mill on the Conesus outlet. The following year he came to Scottsville and built the first mill in the village. It was the central section of the old frame structure known as the "Hanford Mill" (the front and rear parts were added later). The mill was located on the north bank of the Oatka Creek directly opposite Race Street. A dam was built across the creek about five hundred feet west of the mill and a raceway built along the high bank obtaining a fall of four or five feet. For this mill McVean built a "flutter wheel," sometimes called "undershot wheel," about four feet in diameter and ten feet long; this gave sufficient power to operate the simple machinery of the mill. After he completed the mill he either sold or traded with Abraham Hanford and obtained in return a large farm of three hundred acres west of the village. Later he built the brick house on the south side of the road now occupied by Lawton Palmer.

McVean's sons, Hugh, John, and James, worked the farm, while he was away following his trade as millwright. After building the

mill in Scottsville, Donald McVean built the mill at Hanford's Landing.

Dr. Freeman Edson purchased from his uncle, Isaac Scott, a lot on Rochester Street and in 1816 built the main portion of the house now occupied by George Skivington, Sr. It was then, no doubt, built in the simple Post-Colonial manner. Its present Greek Revival adornment was added in 1846 when the house was remodeled by Dr. Edson.

William Haynes Hanford built his frame house in 1817. It stood on the north side of Main Street where the Scottsville Free Library is now located.

Before the building of the Erie Canal some of the surplus products of the farms and mills of Wheatland were drawn by teams to Hanfords Landing and from there shipped by boat to Montreal. Some of the products were also shipped to Rochester by small boats or scows on the Genesee River. The flat-bottomed scows were propelled up-stream with setting poles and floated down with the current of the river.

In 1817 Abraham Hanford built a scow, called the "Skimmer," to carry his own flour (as well as that of other millers on the creek) as far as the rapids in the river. The scow was forty feet long and ten feet wide and in good water she could carry two hundred barrels. The boat had no running boards, but was poled from the bottom of the boat. There was no top and the cargo had to be covered with a canvas when it rained. The "Skimmer" was a big success, and was soon followed by William Tone's "Boxer."

John Dallson had a small scow on the river before Hanford's "Skimmer"; it was used in bringing hoop-poles and staves down the river.

Benjamin Dobson was engaged in river boating as long as it continued and was later captain of several river boats.

After building his boat, Hanford built a warehouse on the river, approximately east of Morgan's cabin. It was a small frame building about twenty-four by thirty-four feet, its west end resting on the river bank and the east end resting on posts and projected to the water edge. A chute supported on timbers ran down to the boats, and the barrels were rolled down the slight incline.

When Peter Scheffer III became of age in 1818, he purchased from Nathan Bassett the saw mill and site on the brook near the river to the east of Joseph Morgan's place. Sheffer increased the water supply by building a small dam across Oatka Creek east of the present Pennsylvania Roalroad bridge. The water from the

creek was then diverted into a natural channel that ran north through the flats to a pond that can be seen today east of the Pennsylvania overpass on Scottsville Road. The pond was for a long time called "Sheffer's Pond." At the north end of the pond was an embankment to hold the water, which was then led by a raceway to the mill on the brook.

Isaac Scott died in 1818 at the age of 73. His tavern had been in charge of his son, Jacob, for several years and he continued to be its host until 1820 when it was purchased by Powell Carpenter.

Three brothers, Jordon, James and Levi Cox, sons of Joseph and Rhoda Cox, settled in Wheatland during this decade. Jordon must have settled before 1815, because his wife died in Wheatland in 1815. In 1819 he married Mary Oakley, who lived with her parents on Canawaugus Road. Levi Cox located in Wheatland in 1815, he was one of the highway commissioners and superintended the paving out of South Road. James Cox came to Wheatland in 1818 and bought a farm on Canawaugus Road just north of the Livingston County line.

The years 1818 and 1819 were poor years for the farmers. Prices declined and wheat sold from 31 to 37 cents a bushel. The first financial crash of the United States was felt in the town of Caledonia.

With the increase of population in the town of Caledonia, the people demanded another east-west road with a ferry or bridge across the river at Scottsville. The Road Commissioners of Northfield and Caledonia met on the river bank, the Northfield Commissioners on the east side and the Caledonia Commissioners on Sheffer's flats on the west side. The Northfield Commissioners favored his location; but the Caledonia Commissioners, consisting of Deacon Rawson Harmon, Dr. Beardsley, and Donald McKenzie, decided against it. The cost of building the road through the flats made the project unfeasible, much to the disappointment of the settlers. The commissioners then walked up on each side of the river to the south end of Coxes' farms and at that point agreed to build a road and bridge. This is now the Quaker Road in Wheatland and continues east through Industry and East Mendon. A story handed down to us, concerns the high wind from the west on that day. As a result the Caledonia Commissioners had great difficulty hearing the Northfield men, but Deacon Rawson Harmon's voice could be heard for miles east, his lungs were so strong. In the following year, 1820, Joseph Cox received a license to operate a ferry near this point.

Reuben Heath, who settled on North Road, died in 1818. He was

a soldier in the Revolutionary War and served in Captain Hezekiah Hutchin's Company. From "The Old Clock Book," by N. Hudson Moore, we quote the following, "He was a clockmaker and repairer and sold clocks of other makers." In a very handsome mahogany case clock, pillar and scroll design, was this paper: 'Riley Whiting's model improved clocks, cased and sold by Nettleton, Heath & Company, Scottsville, N. Y.'

# SCOTTSVILLE

## CHAPTER IV

1820 - 1829

PRESIDENT MONROE was elected to a second term in 1820. The period of his second term is often referred to as the "era of good feeling;" his second term marked the beginning of the question of the extension of slavery. The Missouri Compromise, passed in 1820, was the start of the slavery controversy that was to continue until the Civil War.

The ever westward-moving frontier had been one of the most important influences in American history. The frontier bred a people of intense democracy and strong individuality. The test of a man was in what he could do, of what value was his work. By 1820 the frontier line had been pushed beyond the Mississippi River. Sectional interests were steadily gaining. The industrial east wanted a high tariff; the shipping interests did not. The planters of the south, who were interested in increasing their cotton crops and in slave labor, objected to the high tariff. The farmers of the new west were interested in internal improvements. They wanted new and better roads, the rivers deepened and made navigable, and canals constructed in order to get their surplus products to the eastern markets. It was far from being a unified nation.

In 1820 the population of the United States was more than 9,500,000 people and there were no railroads, automobiles, telegraph or telephones. In fact, the highways of that time were not as good as third class dirt roads of today. The building of canals was just beginning. The Erie Canal was begun in 1817 as a project by the State of New York, and completed as far as Rochester late in 1822. The aqueduct in Rochester was completed in 1823 and the canal completed as far as Buffalo in 1825.

In 1823 the great powers of Austria, France, Russia, and Prussia, then organized in the Holy Alliance, seemed to be on a point of intervening in American affairs with a view of restoring to Spain her lost colonies in South America. Therefore, in December of 1823, President Monroe declared that this western hemisphere was no longer open to colonization by European powers. The United States would consider any such attempt by foreign powers an unfriendly act. The United States would not interfere in the political affairs of Europe and European governments must not interfere in the affairs of the western hemisphere. This message to Congress became known as the "Monroe Doctrine."

John Quincy Adams was elected president in 1824. In his inaugural message to Congress, he insisted that Congress had the powers under the constitution to enact laws for the general welfare of the country, to employ labor, build highways and canals, support education, and advance science. But the only important act passed during his administration was the tariff act of 1828. This was extremely unpopular in the south, where it was referred to as the "tariff of abominations."

The supporters of General Jackson were strong enough in Congress to

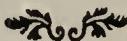
thwart Adams in all his administrative plans, and they were against everything he favored.

Andrew Jackson was elected president in 1828, and a new type of democracy came into power. The Jackson democrats believed that the voice and opinion of the western pioneer were worth as much as those of any aristocratic merchant or planter in Boston or Charleston. The manufacturing east had also given rise to a laboring class which was demanding legislation for its social and economic improvement.

Trade unions had existed for many years and strikes had occurred, but they were feeble affairs.

During the years of this decade various movements began. Groups were organized to work for popular education, abolition of slavery, the release of debtors from prison, the safeguarding of health in factories, and humane treatment of patients in hospitals and asylums. The first temperance society was organized in Boston in 1826 to combat the curse of excessive drinking. The temperance societies spread rapidly throughout the country.

A second financial collapse occurred in 1829.



**T**HE WAR OF 1812 and the fear of Indian raids halted the westward flow of the settlers, but after 1815 the immigration kept increasing. Genesee County now boasted thirty-three towns and a population of 58,093, nearly five times that of 1810. The population of the town of Caledonia was 2645. For several years the people had demanded the creation of new counties because the county officers could not take care of so populous a community spread over so large an area.

The one-story school house on the northwest corner of Rochester and Genesee Streets was completed and occupied in 1820. Some of the teachers during the period of its use were Elisha Cox, Samuel D. Simons, William N. Reed, Lanklan Catana, and William H. Harmon.

About this time the Scottsville Artillery Company was organized and a six-pound field piece was furnished by the state. Isaac I. Lewis, Simeon Sage, Abner Cushman, George Ensign, Daniel P. Hammond, and Francis X. Beckwith were successively commandants of the Company. General training proved such a complete failure that the next stage was to organize local drill or military companies, with brilliant uniforms, brass buttons, and bright plumes to encourage drilling and marching.

The Genesee River, narrow and placid as it may seem to us, must have been quite a barrier to the immigrants moving west. There were no bridges and the only ferry was at Avon, operated by Benjamin R. Barry since 1790. At first it was merely a flat-bottomed

boat but later became what is known as a "rope-ferry." The only other means of crossing was by fording in summer, or on the ice during the winter. After the Road Commissioners determined the location of the new east-west road and bridge site in 1819, Joseph Cox applied for a license to operate a ferry across the river. He received his license from the "Court of Common Pleas, Genesee County, N. Y.," June term, to establish a ferry for a term of one year. The list of rates which he was authorized to collect are as follows:

one footman .....	6 $\frac{1}{4}$ cents
one man and horse .....	12 $\frac{1}{2}$ cents
two horses, wagon and driver .....	18 $\frac{1}{2}$ cents
one horse, wagon and driver .....	15 $\frac{1}{2}$ cents
every additional horse .....	6 $\frac{1}{4}$ cents
for every horse, mare, or gelding without riders..	3 cents
for every score of hogs or sheep .....	25 cents

The ferry consisted of a rude flat bottomed boat attached by rings to a rope cable and pulleys stretched from bank to bank and secured to trees on each side. The boat was propelled by pulling upon the cable hand-over-hand. A windlass with ropes attached was erected upon the bank to be used in case of heavy loads, or when the current of the stream was too rapid. This ferry remained in operation for a period of fifteen years. During the first two years, 1820 and 1821, Cox hired a young man, William Buck, to run it. When the young ferry man became the Rev. William D. Buck of the Methodist Episcopal Church in 1847, he would often recall his thrilling days on the river. In the early 1820's William Buck's father, Pelatiah Buck, was a cooper in the village.

After improving the saw mill property he purchased from Bassett, Peter Sheffer III ventured into the warehouse business. The mills at Mumford, Wheatland Center, Garbutt, Scottsville, and Clifton were carting their flour to the river for shipment to Rochester, and since Hanford's warehouse was too small, Sheffer proceeded to build another about one-half mile to the south. It was near the site of the first bridge between Wheatland and Henrietta. It was a larger and more substantial building, and set up higher on posts so as to be above high water. There were other warehouses erected at frequent intervals upon the banks of the Genesee River, one was at Cox's ferry and another at Sheffer's landing.

During the "twenties and thirties" river boating was at its height. The mills and farmers would cart their flour and grain to the warehouses, and the river boats would load the produce and carry it to

Rochester. The "William Tone" was one of the larger boats on the river at that time. There were about eight or ten large scows operating between Geneseo and Rochester. They were flat bottomed boats with cleated running boards along the sides for the "shovers" to walk with their poles, and a low cabin at one or both ends. An ordinary crew consisted of the captain at the steering oar and about eight "shovers," four on each side. At the bow, as near as possible to each other, they would place the poles against their shoulders and walk to the stern. When the stern was reached, all would turn and walk to the bow dragging their poles with them. The momentum given to the boat would keep it in motion 'til they turned and started back. River boating came to an end when the Genesee Valley Canal was opened in 1840.

After purchasing the Isaac Scott farm, including the Scott tavern, in 1820, Powell Carpenter erected a small hotel on the north side of Main Street on the corner of Rochester Street. It was a two-story structure about twenty by forty feet, and in the early days was called the Eagle Hotel. (See Appendix No. 9 for list of purchases made for the hotel.) It probably was not entirely completed until 1822; that is the date of many of the recorded purchases. Powell Carpenter moved from his farm to the hotel, but he remained here only a few years when he turned it over to his sons, Ezra and Ira. Before he retired from the hotel, he doubled its size by adding to the rear a section twenty by forty feet, thus making the hotel forty feet square. Four years later Ezra Carpenter took complete charge, and in 1830 he sold it to George Ensign, who operated the hotel for fifteen years.

For the past eight years the people had gone to Caledonia for their mail, but in May, 1820, a post office was opened in Scottsville; Dr. Freeman Edson was appointed postmaster. A tri-weekly mail route was established from Rochester to York in Livingston County. The mail went to Rochester on alternate days. The post office was in Dr. Edson's home and his agent was David Lacy, who then was studying with the doctor.

Agitation to form a new county from the northwest part of Ontario and the northern part of Genesee Counties began as early as 1816.

After four successive failures the citizens appointed in October, 1820, Nathaniel Rochester and Elisha B. Strong, their agents, to go to Albany to petition the Legislature for the formation of a new county. It was finally passed on February 23, 1821. The new county was named after James Monroe, then President of the

United States. A line, from east to west, was drawn through the town of Caledonia, and that portion lying south of the line retained its old name of Caledonia and was taken into Livingston County; while the part lying north of the line was at first named the Town of Inverness and taken into Monroe County. There was some objection to the name "Inverness" so sixty days later, by an act of Legislature, the name was changed to "Wheatland."

The first town meeting, after the formation of the new town of Wheatland, was held April 3, 1821, at the tavern of Powell Carpenter. At this meeting John Garbutt was elected supervisor and Levi Lacy, town clerk. (For a complete list of elected officers see Appendix No. 10.)

It was voted "That we raise no money for the poor" and "that we raise twice the amount of money funded by the state for the support of the common schools." The Town of Wheatland was divided into eight school districts and the number of children of school age (between 5 and 15 years) was 371.

Beginning with the Cox, Shadbolt, Stokoe, and Bowerman families, there settled in the south-eastern section of the Town of Wheatland many families belonging to a religious body known among themselves as "Friends" but by outsiders as "Quakers."

They first met for worship in private homes. But with ever-increasing numbers, a small frame building was built on the south side of Quaker Road July 26, 1822, to be used as a school house as well as for religious meetings. The "Wheatland Preparative Meeting" was established in 1824, when this building was allowed to be used for worship. Then in 1825 a frame meeting house, thirty by forty feet, was erected just east of the Thomas Stokoe house on Quaker Road at a cost of \$450.00. They worshipped together in perfect harmony until 1827 when a man named Elias Hicks came preaching a new doctrine.

The founding fathers of the Quakers did not profess to have discovered new truths or to have established a new creed. They intended to carry out in daily practice what they believed to be the teachings of the New Testament. They were orthodox in their belief; it was the non-essentials of their religion to which they so strenuously adhered.

They denounced as unnecessary all forms and ceremonies of religion, and denied the necessity of any special education to teach them to preach. They denounced paid ministers and declared it to be a sin to pay tithes. They denounced war and urged all to refuse to do military duty. They asserted the equality and brotherhood of all

men. They called everybody by his Christian name and used the second person singular in addressing men of all rank. They would uncover their heads to no one, not even when brought before magistrates, and declared every form of oath to be a profane violation of the express command of the Lord.

When fashions changed, they adhered to their original dress and thus it was regarded as a characteristic. They believed in the utmost plainness in everything, nothing for show, for ornament, or for pleasure. They discouraged all lotteries, games of chance, music, dancing and all other vain amusements. An instrument of music in the house was considered a great sin.

The design and interior arrangement of their church, which they called "Meeting House," was very plain and simple. It consisted of a large room with a partition running through the center, about three and one-half feet high, on one side of which sat the women and on the other side the men. The men and women had separate entrances and the seats were plain benches with a narrow board across the back. At the front end there was a small platform, raised up two steps, on which there were two benches, one on each side of the partition, and facing the other seats. Here sat the more venerable and those who were most likely to feel the Divine inward impulse to address their brethren. Men and women alike were entitled to speak if they felt the Divine impulse. The Quakers entered their meeting houses in silence, without removing their hats, sat in absolute silence the hour through, unless moved by the Spirit. At the close, one of the members on the elevated seats would shake hands with his or her seat-mate and the meeting was over.

After completion of the new school house on the corner of Rochester and Genesee Streets, it was used by church groups to hold their services. The people of Scottsville and vicinity had been meeting in private homes or in new barns for worship. Presbyterians and Methodists held union meetings there whenever a supply could be obtained. During 1821 Rev. Chauncey Cook of Chili gave one quarter of his time to the people of Wheatland. In March of the following year, a church was organized with eleven members as the "First Presbyterian Society of Wheatland." Isaac I. Lewis, Dr. Freeman Edson, John Colt, Daniel Van Antwerp, and Philip Garbutt were elected elders. Its first Board of Trustees included Clark Hall, Abraham Hanford, Isaac I. Lewis, Stephen Warren and Ebenezer Skinner.

George Ensign came to Scottsville in 1821 from Sheffield, Mass., where he was born in 1798. From an old account book we know

that he was engaged in the cooperage business in 1822 under the firm name of Ensign and Sage. They did an extensive business for many years not only in Scottsville, but also in Syracuse.

From the same account book we find that Ensign and Sage charged the following prices:

1 pickle barrel .....	\$1.00
1 large cast .....	1.75
1 meat cast .....	1.50
1 beef barrel .....	1.00

The Masons received the charter for Tompkins Lodge, F. and A. M., No. 350, in 1822. Where the first meetings were held is not known. With the consent of the school trustees, the Masons added another story to the school building on the corner of Rochester and Genesee Streets for a lodge room. Among the charter members were Powell Carpenter, Alvin Savage, James Smith, Francis Smith, Samuel B. Graves, and Fowler Albright. In an old account book under date of October, 1822, Powell Carpenter is debtor to 65 meals, victuals for workmen on Masonic Hall, \$4.16, and five quarts of whiskey, 48 cents.

William Dickenson was one of the village shoemakers and John T. Spencer and Harry Beecher were his journeymen, and William Weeks his apprentice. Nelson Gould was also a shoemaker in the village during 1822 and 1823.

About 1823 Abraham Hanford built a two-story frame house on the south side of Main Street. It is the frame section on the east side of the LeRoy Slocum Hardware Company. Mr. Hanford occupied this house for a period of about twenty years. His brother, William Haynes Hanford, also built a brick house about the middle of the decade. It is the first house on the west side of Caledonia Avenue, across from the Catholic Church.

Powell Carpenter bought William Hanford's old house, which stood on the site of the Scottsville Library. He moved into this house after he turned over the Eagle Hotel to his two sons. Here he resided until his death in 1853.

William Hanford's house was built of brick and during the next twenty years there were a number of houses and buildings built of this material. Collins was the mason contractor who built the first brick structures. The bricks were made locally, but by whom or where is not known. At this time the village carpenters were John Botsford, Samuel Welch, Moses Doane, and David Nettleton.

Some of the people in the village and surrounding country wanted their children to have the advantages of a more advanced education than that available in the common school. Therefore, in 1824, a group of people obtained sufficient contributions to purchase a site and erect a building for an academy. A two-story brick building was erected on the west side of Caledonia Avenue about opposite Scott Crescent. The academy was first presided over by the Rev. Dr. John Mulligan, a Scotch Presbyterian clergyman. He was a teacher of some ability, industry, and tact, and under his leadership the school was well attended and attained a certain amount of success. He was followed by Joseph A. Eastman, a young lawyer, who, after leaving the school, practiced law in the village.

Similar academies were started during the next few years in Wheatland Center, Riga, and Henrietta. These, of course, affected the attendance in the Scottsville Academy and the school gradually declined until 1832 when it was finally closed.

The Presbyterian Church Society, organized in the school house on Rochester Street, moved to the academy as soon as it was completed and occupied it as a house of worship on Sundays. Rev. Dr. Mulligan, who conducted the school, was also the pastor. He divided his time between the Church Society in the academy and the new church organized in Garbutt.

The pastors who ministered to the "First Presbyterian Society of Wheatland" were Chauncey Cook, John Mulligan, William F. Carey, Alvin Parmelee, and Jacob Hart.

Alvin Savage came to the village in the early "twenties." He was an engineer and mill-wright. During 1824 he constructed two portable threshing machines, one for John McNaughton, and the other for the McVean brothers on North Road. They were the first threshing machines to be used in the Town of Wheatland.

In the course of the same year James Brown built the front part of the frame hotel, now called "Oatka Hotel." He operated it as a public house for several years and sold it to Elijah T. Miller in 1827. Miller came to the village from Farmington, Connecticut, in 1825, and he built the rear half of the building during his occupancy.

During the "twenties" the American people were extremely interested in the struggle the Greeks were making for their independence. They were so sentimental about things Greek that they gave Greek names to towns and villages, and their buildings were influenced by classic Greek architecture. Throughout the country collections were made and Philip Garbutt was in charge of collect-

ing subscriptions to aid the Greek cause in the Town of Wheatland. From Garbutt's account books the following men contributed: Joel Gray, William Dickinson, John Austin, Hiram Weeks, Nathan Marble, A. Hollenbeck, and the Garbutts.

A stage line was opened between Caledonia and Rochester in June, 1824. I. Vosburgh was employed as driver. The fares charged from Scottsville were as follows:

Round trip Scottsville to Rochester .....	\$1.00
Round trip Scottsville to Caledonia .....	.75
Round trip Scottsville to Albrights .....	.37
Round trip Scottsville to Mumford .....	.62½
One way to Dumplin Hill .....	.19

There was also a stage that ran from Rochester to Batavia operated by a man named Ezra Platt. The fare to Batavia was \$1.00. An old account book repeatedly lists his payments for lodging of his drivers and care of his horses in Scottsville. The charge for one night's stay at the tavern was as follows:

meals and lodging .....	19 cents
horses to hay .....	13 cents
24 quarts oats .....	28 cents

Of interest are some of the charges for labor and materials as listed in an 1825 account book:

3 days work with team.....	\$6.00
1008 feet of boards from Sheffer's landing.....	7.56
carrying board .....	1.00
150 feet of cistern stuff .....	1.50
382 feet of plank No. 7 .....	2.67
220 feet of boards .....	1.76
104 feet of oak boards .....	.63
80 feet of roof boards .....	.55
50 posts .....	3.13

(For prices on various items at this time see Appendix No. 11.)

By the middle of the decade William Haynes Hanford had completed his new brick store, which is now the front half of the firehouse. He must have transferred the store to Ira Carpenter soon after, because in 1829 when Carpenter was made postmaster, the postoffice was moved from Dr. Edson's home to Ira Carpenter's store. Osborn Filer was running the old frame store that his uncle, Abraham Hanford, built on the site of the Cobblestone building while Abraham Hanford was busy at his mill and warehouse.

Osborn Filer was born in 1803 and came to the village when a young man to clerk for his uncle, William H. Hanford. In 1827

he married Puella Hanford, daughter of Abraham Hanford.

John Mitchel and Ira Carpenter were also merchants at this time. John Mitchel's store was on the north side of Main Street.

James Cox, a brother of Joseph and Isaac Cox, built a brick house in 1825 on the south side of Main Street, where the Catholic rectory just east of the Catholic Church now stands. Cox conducted a tavern here for several years and then sold the house in 1828.

Reverend William Buck's father, Palatiah Buck, rented the Cox ferry during 1824 and 1825, and William operated the ferry. Later in life he would tell about the increase in river traffic that occurred after the Erie Canal was opened from Rochester eastward in 1823, and completed from Buffalo to Rochester in 1825. It opened up entirely new fields for upstate farm products. The mills in Rochester bought large quantities of wheat and shipped it up the river to be ground into flour for the eastern markets. A small stern-wheel steamer, the "Genesee," was put on the river in 1825 and ran between Geneseo and the rapids. The steamer was owned by a stock company. Major W. H. Spencer and other citizens of the county were interested in the enterprise. Its landing at Rochester was at the head of the feeder, and in Geneseo, a little below North's mill.

The steamer carried both passengers and freight and also towed empty scows up the river. The venture was not a success and after a year or two it ceased operations.

The "Genesee" could carry about three hundred passengers and had a speed at times of ten or eleven miles an hour. There were a number of sleeping compartments fastened to the sides of the cabin that could be put up when not in use. A curtain formed a partition between the ladies' and gentlemen's cabin at night. When the river was low and the water on the rifts shallow, the time required for the trip was nearly doubled, hence no schedule could be maintained. During the first season Captain William Weed was in command, and the second year, Captain John Dallson.

The "Genesee" would often leave Rochester with five or six scows in tow. One or two would be dropped off at Scottsville, one or two at Avon; seldom would more than two be taken as far as Geneseo. The Genesee River continued to be an artery of travel until 1840, when the Genesee Valley Canal was opened.

On June 15, 1825, on a motion of Mr. Chapin, a license was granted to Peter Sheffer III to operate a ferry across the Genesee River, near the Sheffer warehouse, for a period of one year. The toll charges were fixed as follows:

Foot passenger .....	\$ .03
Horse and rider .....	.06
Wagon, sleigh, or cart drawn by one horse .....	.09
Wagon, sleigh, or cart drawn by two horses .....	.12 $\frac{1}{2}$
Wagon, sleigh, or cart drawn by more than two horses .....	.18 $\frac{3}{4}$
Chaise or sulky drawn by one horse .....	.09
Coach or carriage drawn by two horses .....	.18 $\frac{3}{4}$
Horse led or drove .....	.06
Sheep .....	.04
Swine .....	.02

The ferry was located in the deep water immediately below the Sheffer rifts, and just above his warehouse. A large windlass was fastened to two basswood trees on the east side, and was used to either take up or slacken rope that ran across the river. The rope was attached to the ferry boat by means of pulleys that played back and forth on the rope as the boat crossed the stream. The ferry boat was said to have been about thirty feet long, sixteen feet wide, and two and one-half feet deep. The deck was planked over.

Peter Hess was one of the early ferrymen hired by Sheffer. It is said he always took his time responding to calls for ferrying, so that often his daughter would hear the call and have the people across the river before her father reached the ferry.

In order to obtain more power to operate the mill, as well as to provide more power for a new mill, Abraham Hanford and Powell Carpenter, under engineering supervision of Alvin Savage, built a dam across Oatka Creek on Burrell's flats and a raceway one and one-quarter miles in length from the dam to the mill, providing a fall of twenty feet and sufficient water to operate two mills.

During the fall and winter of 1825 a dancing school was conducted in one of the hotels. The account book lists under "Hathaway Dancing Master," debtor to:

3 meals .....	\$ .37 $\frac{1}{2}$
horse to hay .....	.12 $\frac{1}{2}$
$\frac{1}{2}$ bushel oats .....	.25
cider and lodging .....	.13

then under items headed "Dancing School Company":

2 bottles wine .....	.50
2 slings .....	.25
pies and cheese .....	.75

Benjamin and Sarah Estes came from Sidney, Maine, in 1825 and settled on a farm in Wheatland. A year later Joseph Bowerman came from the village of Fairfield in the same state with his son,

Luther, who was then two years old. He was quickly followed by his cousin, Benjamin Bowerman. They were Quakers and settled on Quaker Road. Peter Shaw came to the village in 1827.

In February, 1827, Dr. Augustus Bristol sold part of his lot on the south side of Main Street to Edward Collins, the man who built the first brick houses in the village. Mr. Collins probably built the small brick house on this lot, No. 37, soon after he obtained possession of the property.

Luman Guthrie, the blacksmith, left Scottsville about the middle of the decade. Isaiah North, who purchased Guthrie's shop in September, 1826, succeeded him as the village blacksmith.

After renting his ferry to Mr. Buck for several years, Joseph Cox took it over again and hired Ebenezer Ford to operate it from 1826 to 1828. Near the ferry crossing on the west side of the river was a small frame house where the ferryman lived. While Ford was employed by Cox, he ran a store there, selling groceries and supplies to the river boatmen.

The Presbyterians and Methodists held union meetings in the school house on Rochester and Genesee Streets until the Presbyterians moved to the academy on Caledonia Avenue. The Methodists continued to occupy the schoolhouse until 1827, when a church organization was formed. The Methodists called upon the Rev. John Copeland to be their first pastor, and the following men were elected trustees: Joel Hunter, Henry Tarbox, John Harroun, Johnathan Babcock, and John Grunendike.

They voted to build a church of brick thirty-two by forty-four feet on the east side of Church Street. During the year 1828 the church was completed at a cost of \$2,000.00. A sum of more than \$1,600.00 was subscribed by members and friends. Powell Carpenter, Dr. E. G. Munn, and Joseph Cox, were liberal contributors to the building fund. The first service was held in the new church February 23, 1828.

Dr. E. G. Munn came to Scottsville in 1828 and purchased from James Cox the tavern he built on the corner of Main and Caledonia Avenue. Dr. Munn, who had attained fame as an oculist, opened this house as an eye infirmary. Patients came from great distances to place themselves under his care. In this house the doctor organized the first temperance society in the Town of Wheatland. He moved to Rochester in 1837.

Isaac I. Lewis settled in the town of Wheatland sometime between 1810-1820. He was a cooper by trade and one of the organizers of the First Presbyterian Church of Wheatland. In 1828

he was elected to the office of supervisor.

Ira Carpenter succeeded Dr. Freeman Edson as postmaster in October, 1829. John Garbutt was the representative of the Third Assembly District in the same year.

During this decade, the following men served the town as supervisor: John Garbutt, 1821, 1826 and 1827; Rawson Harmon, 1822 and 1823; Levi Lacy, 1824 and 1825; Isaac Lewis, 1828; and William Garbutt, 1829.

# SCOTTSVILLE

## CHAPTER V

1830 - 1839

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ANDREW JACKSON became president in 1829 and rewarded with political offices his friends and those who helped elect him. He believed that, in most cases, no special qualification was necessary to hold public office. This was the beginning of the spoils system which was followed by other presidents for more than fifty years.

Although Congress overhauled the tariff and reduced some of the rates, Jackson retained the protective tariff which greatly angered the south. South Carolina claimed that the tariff favored the industrial states at the expense of the south and was therefore unconstitutional. This led to the famous Webster-Hayne debate.

In 1831 a new system for selecting candidates prior to election was created, the national nominating convention. The Anti-Masons and Whigs held such conventions that year.

The campaign of 1832 was based on the question of granting a new charter to the Bank of the United States. Jackson opposed granting the Bank a new charter, and after his election waged war upon the bank more aggressively than ever. The government deposits were withdrawn and the bank ceased as a national institution when its charter expired in 1836.

When President Jackson crushed the Bank of the United States, he simultaneously increased the power of the hundreds of State Banks. The State Banks were permitted to issue notes like the promissory note of an individual, but these notes could not be made legal tender. This led to speculation of every kind, particularly in the sale of public lands. In 1834 the sales of public lands amounted to \$5,000,000.00 and two years later the land sales brought nearly \$25,000,000.00 into the national treasury.

The years of Jackson's second term were years of reckless over-confidence in the rapid growth of our country.

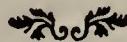
Jackson's enemies formed a coalition against him and called their party the "Whigs." In 1836 the Democratic party met in Baltimore and nominated Martin Van Buren. He was elected president and succeeded Jackson. In the course of the same year the states of Arkansas and Michigan were admitted to the Union.

The economic panic came in 1837, flour rose from four and five dollars a barrel to ten dollars a barrel because of a blight. Corn rose from fifty cents to one dollar a bushel. More than six hundred banks failed and most of the mills and factories were closed. For four or five years the country suffered its worst panic of the nineteenth century.

Van Buren became unpopular with the "expansionists" when he objected to the annexation of Texas, which had revolted from Mexico and secured its independence. He thought that bringing Texas into the Union might lead to a war with Mexico.

During the Canadian rebellion in 1837 and 1838, his skillful diplomacy

averted trouble with England. The border states were aiding the Canadian rebels with arms and supplies and one American vessel, the Caroline, was burned by the British because she was transporting men and supplies for the rebels.



THE TWO DECADES, the "thirties" and the "forties," were the best years in the history of the Town of Wheatland. Wheatland attempted and accomplished more in this span of years than in any two decades before or since. A canal and railroad were built, the Genesee River was spanned with two bridges, and most of the fine old mansions that dot the countryside were built in this era. It was the period when wheat was "king" in Monroe County and the wheat and flour from Wheatland was second to none. New schools were built, an agricultural school was started, and the people of Wheatland helped promote and support the new University of Rochester.

The building of a bridge was discussed when the Quaker Road was laid out in 1819, and the Legislature authorized its construction in February, 1827. The first bridge between the towns of Wheatland and Rush was not built, however, until 1830. It was a double tracked wooden bridge, with trusses on each side built of three inch by twelve inch planks. The planks diagonally crossed each other and were pinned together at every point where the timbers intersected. A roof, spanning from truss to truss, covered the entire bridge. This bridge, with only minor repairs, was in use for forty years. It was replaced by a cast iron truss bridge in 1869. At the time of the building of the original bridge, Cox's ferry was still in operation and Asa Douglass was the ferryman.

Ezra Carpenter sold the Eagle Hotel and thirteen acres of land to George Ensign in 1830, who remained its host for fifteen years.

During this same year three men settled in the village who for many years were prominent in its affairs. They were David Nettleton, Harvey Hyde, and Francis X. Beckwith. David Nettleton was born in Milford, Connecticut, in 1808; there he learned the carpenter trade and for more than twenty-five years he followed his trade in the village of Scottsville. He married Sarah Heath, daughter of Reuben Heath, and built the house at No. 32 Rochester Street, where he lived for many years. It is now the home of Romeyn Dunn.

Harvey W. Hyde was a cooper and lived in the brick house at 88 Main Street, now the home of Mrs. Dorothy Reynolds. He

learned the trade in Joseph Cox's cooper shop which was located at the east end of Scott Crescent. Later Hyde bought Cox's cooperage and ran it for many years.

Francis X. Beckwith was born in Maine in 1807 and first moved, with his parents, to Henrietta where he attended Henrietta Academy. He came to Scottsville when he was twenty-three years of age, rented a part of the small shop of Solomon Davis, and engaged in the manufacture of chairs. Solomon Davis conducted a cabinet shop where Brunner & Kiel's garage now stands.

In the "Reminiscences of Francis X. Beckwith," as published in "Slocum's History of Wheatland," he tells about various people and their occupations when he came to Scottsville in 1830. It is necessary to lean heavily upon his reminiscences, because all other records of some of these people have been lost.

Anson Seymour was running a cloth-making and coloring works. He was succeeded by a Mr. Eaton and Mr. Eaton by a Mr. Atwood.

Harvey Killam and Ephriam Bingham had a foundry and made plows next to the Davis cabinet shop. An item in the "Genesee Farmer" in 1833 states that Bingham exhibited two cast iron plows at the Wheatland Agricultural Society fair at Garbutt. They were of the common variety but much improved.

Albert Howe had a harness shop on the north side of Main Street, nearly opposite the Oatka Hotel. John Hammond was his apprentice and Hammond succeeded Howe in the business.

John T. Spencer had a shoe shop which he sold to Goodrich and Reed who, for several years, did a large business. Caleb Allen was also a shoemaker.

H. B. March was a jeweler and he was followed by Albert Rowe in the same trade.

Michael Sheridan ran a blacksmith shop and Lowry Blackburn, John Conners, and William Carson worked for him. Lowry Blackburn later had a shop of his own.

George Whitney was the village butcher. Schuyler Moses and Luke Marvin were carpenters. John Kirk, A. B. Penfield, James Wells, John Storrs and John Cornell were tailors.

Thomas Halsted was in the grocery business in the early "thirties" and soon after bought the lot on the south-west corner of Main Street and Canawaugus Road, from Isaac Lewis. He erected a small frame building into which he moved his store. A few years later this store passed into the hands of Andrus & Garbutt.

After Hanford and Carpenter completed the mill race, Powell Carpenter built another mill in 1830 just west of the Hanford mill.

It was a three-story brick building and, after operating the mill a few years, he transferred it to his son Ira.

About this time John Z. Reed had a large river boat built in Rochester, which he named the "Flower of Wheatland." While Reed owned the boat, it was in the charge of Captain John Ott of Scottsville. In 1832 Philip Garbutt purchased the boat and during the next few years the "Flower of Wheatland" was very busy. Shipping bills indicated that the boat made more than sixty trips during a season between Sheffer's warehouse and Rochester, and carried between twenty-five and thirty thousand barrels of flour in one season.

The first law office was opened in 1831 by Phederus Carter and a few years later he was succeeded by Joseph Eastman, a teacher in the academy on Caledonia Avenue.

The First Presbyterian Society of Wheatland, which had been holding meetings on alternate Sundays in the academy, erected in 1831 a church building on the north side of Second Street, on what is now Browns Avenue. At that time Church Street ended at Second Street and the church faced south toward Church Street. It was a frame structure, forty-two by fifty-four feet, and the first pastor in the new church was Lewis Cheeseman.

The academy on Caledonia Avenue was a successful institution for a few years but gradually declined. Competition from the academies in Henrietta, Riga, and Wheatland Center forced it to close its doors in 1832.

In 1827 Elijah T. Miller bought the hotel, now the Oatka, from James Brown. In 1832 he built a two-story frame building on the south side of Main Street east of the "mill yard." In this building E. T. Miller carried on a mercantile business for a number of years. It also served as a stage coach station. Later it was purchased by the mill and became the miller's residence (now Clydesdale & Kelly).

From an account book kept by Charles Strange we read that:

one pair of coarse boots cost .....	\$3.00
one pair of fine boots cost .....	5.00
to making one crane .....	.75
to making one fire shovel .....	.88
to ironing plow .....	1.50
one bushel of corn .....	.42
one bushel of apples .....	.25
one bushel of wheat .....	.87
one bushel of potatoes .....	.25

one pound of wool .....	.38
one pound of honey .....	.10
one pound of pork .....	.08
one pound of lard .....	.08
one pound of tobacco .....	.24
to making one pair of shoes .....	2.00
to making Pantaloons .....	.63

David McVean came to Wheatland with his father in 1812. John McVean died in 1823 and his farm was divided between his four sons, David, Duncan, "Major John," and Archibald. In 1832 David sold his share of the farm to his brothers, Duncan and John. He purchased the farm of Reuben Heath on North Road. The fine old brick house, on the south side of North Road, now the home of Dr. Alfred Jones, was no doubt built by David McVean after he purchased the farm. David McVean was elected supervisor of the Town of Wheatland in 1830 and 1831.

The Anti-Masonic furor, which aroused the whole nation, had its effects even in the village of Scottsville. Freemasonry was denounced in the press and pulpit and many lodges surrendered their charters and disbanded. The Tompkins Lodge of Scottsville gave up its charter sometime in 1833 or 1834. At the time there were seventy members in the lodge. The Masons were condemned by many churches and in some, fellowship was refused to all who would not separate themselves from secret societies. We know that William I. Welch was expelled from Belcoda Baptist Church because he would not renounce Masonry. He said he was a Mason and would always remain one. He was restored to full membership in 1831 after the excitement subsided.

John Wilber was a wheelwright and wagon-maker in the village in 1833 and lived here for some time.

In the "Rochester Daily Advertiser" December 14, 1833, appeared the following news items: "An application will be made to the next legislature of this state, for the incorporation of a bank, to be located in Scottsville, Monroe County, with a capital of \$200,000.00 to be entitled the Farmers Bank of Scottsville. A bonus for public improvement offered sufficient to place the applications on an equal footing with others in the vicinity."

At this time a group of men in Mumford and Caledonia were trying to get permission to build a "Scotch Bank" in Caledonia, but the banking interests in Albany were strong enough politically to prevent the issuing of permits to incorporate banks in the western part of the state.

The village of Scottsville had its "bear stories" like all other communities, but it is surprising to find a bear visiting the village as late as 1833. The story as told by Francis X. Beckwith is as follows: In 1833 a slaughter house stood about where the remains of the old feeder lock to the Genesee Valley Canal now stand. Woods, belonging to Peter Sheffer II, extended from the slaughter house to the Genesee River. One day in the latter part of May, a bear climbed up on the rail fence near the slaughter house, in the middle of the day, and took a very deliberate survey of the village. He was soon seen and the alarm given. A large crowd turned out in pursuit of the bear. There were a few good rifles in the village, but all that could be found in working order was an old fowling piece belonging to George Ensign. The trail left by the bear could be easily followed in the soft ground. The bear reached the river first and was in the process of swimming across the river when a party of men on the east side shot him. The bear was first pursued by men on the east side of the river and escaped by swimming across the river to the west shore, but meeting a warm reception he was returning to the east side when he met his end.

In 1834 Jonathan P. Sill came to Scottsville from Geneseo and opened a store on the north side of Main Street where the post office is now located. Sill married Miriam Colt, John Colt's daughter, in 1836. John Colt was an early settler on the Scottsville Road, north of the village, recently the Mortimer Cox farm. He built the house at No. 12 Rochester Street for his daughter Miriam soon after 1836. All the interior trim, as well as some of the exterior woodwork is black walnut cut from the farm of John Colt.

The following article appeared in the "Genesee Farmer," July 26, 1834: "Levi and Luther Benton, citizens of this county, have lately invented a stave machine which is now in successful operation in the village of Scottsville. They manufacture staves from timber, before unavailable, for that purpose, and with the labor of three men, it will saw, dress, and joint 1000 staves in an hour from any kind of timber. The machine cuts the stave to its proper thickness by means of a circular saw; then with chisels attached to a perpendicular wheel, gives it a convex and concave shape, leaving the two surfaces smooth, and by a third process cuts it to its proportioned width."

John Morehouse, a house and carriage painter, built his home at No. 70 Main Street in 1834. It is an interesting example of the Greek Revival style and is now the home of Dewey Sawyer.

Elias Hicks came preaching a new doctrine to the Quakers in

1828. The people were divided, some accepting and others rejecting his precepts. It is said that they held their meetings in the same church for several years, one group meeting in the morning and the other in the afternoon, quarreling all the time.

A committee appointed in 1832 by the Orthodox group reported that they had obtained estimates for building a stone church, thirty feet by forty feet, fourteen feet high, and to cost about \$500.00, exclusive of the teamwork for drawing the stone and providing the mortar. The following year the same group acquired, from Darius Shadbolt, about one-half acre of land on the south side of Quaker Road, on the hill east of their frame building. In 1834, the Orthodox group, although in the majority, withdrew, and built the cobblestone church (now the Genesee Grange Hall). It is a rectangular shaped plan with the narrow end facing Quaker Road. Originally a porch extended along the east side of the building on which the occupants from carriages could alight. There were two entrances into the church from the porch, one for women and one for men. The large room was divided by a low lattice partition extending through the center, on one side of which were seated the women, and on the other the men. Here on Quaker Road the Orthodox and Hicksite Quakers continued to worship side by side until 1854.

The Galusha brothers, Sears and Hirma, came to Scottsville in 1835 and took over the Sheffer saw mill on Scottsville Road, north of the village. Sears was a cooper and operated a cooper shop in connection with the saw mill. Since high water often swept over the millyard, and logs and lumber were frequently lost, the Sears brothers built a fence around it.

James Cox, born in Westchester County in 1805, came to Wheatland in 1815 with his father, Levi Cox. During the year 1835 he built a brick kiln in Scottsville and continued in the business until 1841, when he moved to a farm.

It is of interest to note the warehousing and shipping charges at the Sheffer warehouse at this time. The following items are taken from invoices rendered to Abraham Hanford.

To storage from April to July 30, 1835:

4150 barrels of flour at 2½ cents a barrel.....	\$103.75
190 half barrels at 1¼ cents a barrel .....	2.38
20 barrels of salt at 3 cents a barrel .....	.60
cooperage and nailing of barrels .....	1.00

To storage from August to November 13, 1835:

10,114 barrels of flour at 2½ cents a barrel .....	\$252.85
--	----------

270 half barrels of flour at 1 1/4 cents a barrel . . . .	2.63
cooperage and nailing . . . . .	1.50

The Town of Wheatland had only one representative in the "Second Florida War," 1835 to 1842. He was Peter Sullivan, who served five years in the regular army in Company G, 8th U.S. Infantry. He enlisted April 25, 1839.

The village jeweler and watch repairer, between the years of 1835 and 1840, was Hiram Bentley. His charges for repairing watches were from one to three dollars. Rings cost fifty cents and one dollar; silver thimbles were fifty cents; a comb cost fifty cents; the price of a silk purse was sixty-three cents; and a set of silver spoons cost eighty-eight cents.

The transportation fever struck the inhabitants of the Town of Wheatland, as it did nearly every community. The farmers were raising large crops, and more and more land was being cultivated. They wanted better means to get their products to the growing eastern markets. Hauling their products to the river warehouses or to Rochester by ox teams had taxed them almost to the limit of their endurance. A letter written by Donald McKenzie of Caledonia to the "Genesee Farmer" in 1832, suggested a railroad from LeRoy, through Caledonia, Mumford, and Scottsville to Rochester. (See Appendix No. 12.)

On December 3, 1835, an agreement was signed in which a number of people agreed to pay Powell Carpenter, Philip Garbutt, John McNaughton, and E. H. S. Mumford for the purpose of getting surveys and estimates for the route of a railroad along Oatka Creek from Scottsville to Mumford. The committee must have worked very quickly, because the next meeting by the people of Wheatland interested in such a railroad, was held in the home of Mr. Boughton December 24th. Powell Carpenter was chairman and J. P. Sill was secretary of the meeting.

Mr. Alvin Savage, who made the survey of the contemplated route, reported that the building of the railroad was practicable. A new committee was elected, consisting of Powell Carpenter, Abraham Hanford, William Garbutt, E. H. S. Mumford, Philip Garbutt, and Clark Hall.

Another meeting was held January 9, 1836, at the house of George Ensign in Scottsville. A motion was passed "that the memorial in circulation to be presented to our Legislature for an Act on Incorporation in behalf of the contemplated Scottsville & LeRoy Railroad Company be so altered that Caledonia village

be inserted and mentioned as one of the places by which said railroad shall pass."

A contract was made with William Wallace on March 5, 1836, to act as engineer and to begin work as soon as the weather permitted. He was to receive \$3.50 per day for his services.

A charter was obtained in May for the construction of a railroad from Scottsville to LeRoy. Powell Carpenter, Abraham Hanford, Philip Garbutt, E. H. S. Mumford, Clark Hall, Ira Carpenter, Thomas Halsted, Nathaniel Clark, Donald McDonald and Thomas Brown were named as incorporators. (For the complete charter see Appendix No. 13.) The capital stock of the corporation was \$200,000.00 which was divided into shares of fifty dollars each. (For the complete list of stock holders see Appendix No. 14.)

In April 1836, by Legislative enactment, a group of Wheatland men were authorized to form a company to construct a railroad from Scottsville to Canandaigua. It was proposed to connect this railroad at that point with the road, then in process of construction, from Auburn to Canandaigua. The section of the railroad from Canandaigua to Rochester had been completed as far as the Pittsford hills, and according to an old letter, "Rochester folks had partly given up the Geneva & Canandaigua Railroad because they could not get over the Pittsford hills. They dreaded the consequence of exploring the route by Mendon and the Honeoye valley for fear of its branching across the Genesee River to intersect the Caledonia & LeRoy Railroad to Batavia." Another letter written by Eliphalet Murdock dated January 29, 1837, we quote partially as follows: "The ground for a railroad from Buffalo to Batavia is all bought in and building will commence next summer, and I learn that the road from Auburn to Geneva and Canandaigua and Rochester is to come down the valley of the Honeoye outlet and if so we shall only have to cross the Genesee River to open the communication from Buffalo to Albany if these improvements go into effect of which I think we have a fair prospect. The great thoroughfare of the state by railroad will pass through this place and if so here will be a chance for speculation."

A preliminary survey of the route was made by Wallace, but no further action toward any construction was even taken.

The Scottsville & LeRoy Railroad was, most likely, completed as far as Mumford in 1837 and extended as far as Caledonia late in 1838. Steven's survey of the village of Scottsville indicates that the railroad started in front of E. T. Miller's warehouse and continued across the "millyard," in front of the mills, about one hun-

dred and fifty feet south of Main Street. It then gently curved and ran southwest through Scott Crescent, crossed Caledonia Avenue and followed the embankment near the south line of the Catholic cemetery. It continued through farms and fields until it reached the highway just east of the McVean house. The railroad continued on the highway to the store of Philip Garbutt, where it passed in a depression under the platform in front of the store. The railroad tracks were on about the level of the basement floor, thus permitting the loading and unloading directly into the basement store room. The railroad curved southward across the fields, on an embankment, and rounded a hill almost parallel with the tracks of the Baltimore & Ohio Railroad. At Wheatland Center it met the highway and then ran on the south side and parallel to the highway to Mumford. At a point about due north of Smith Street it turned sharply south, crossed the creek on a bridge, and continued south in a straight line through Smith Street. It then followed the east bank of Spring Creek, passed Donald McKenzie's saw mill, to the grounds of the old Caledonia school.

Ties were laid with grooves cut into the top surfaces, to hold the oak timbers or stringers to keep them from spreading. On the stringers were spiked the narrow strips of oak, about one inch by three inches, which served for the tracks. No iron was used except at the highway crossings. It was the rails that eventually caused the most trouble and many accidents. The rails were never completely covered with iron and wore out rapidly, causing many derailments. Since the wood rails could not be securely spiked down, heavy loads forced the ends to spring up with such force as to penetrate the floors of the cars.

Agreements were made with George Sheffer, Clark Hall, and William McKenzie, son of Donald McKenzie, to furnish the four by six green white oak timbers. (For estimate of the building of the railroad see Appendix No. 15.)

Ebenezer Beck was one of the principle contractors on the road. William Cook was one of the grading contractors, and Jefferson Edmunds was the contractor for building the bridge over Oatka Creek at Mumford.

Horse cars were used on this railroad, and the horses were hitched to thills. The cars had no brakes and the wheels were made of pieces of planks bolted together. The axles were of iron similar to the axles used on wagons. Thomas Kane of Scottsville is said to have run the Scottsville & LeRoy Railroad, and he was the engineer, conductor, train-starter and brakeman.

The railroad had two passenger coaches, nearly square in shape, and painted a lead color. The passenger coaches were seldom used except by Clark Hall, of Halls Corners (now Wheatland Center) on Sundays, when he, his family, and friends would ride to Scottsville to attend church.

A story is told that during the Harrison campaign in 1840 the passenger coaches were used to carry a group of men from Caledonia, Mumford, and Wheatland Center to attend a Whig rally in Scottsville. Through some tinkering with the switch and rails, the cars and their occupants were thrown into the millrace, when the cars passed over the bridge of the raceway. Their Democratic friends were accused of this misdeed, but the only satisfaction that the Whigs achieved was at the polls in November.

The people of LeRoy had several meetings to consider building the railroad from the town line to their village. A survey was made, but the people refused to act. Mr. Tomlinson tried to interest the people in extending the railroad from Caledonia to Tomlinson's Mills, south of LeRoy and thence to Batavia, but that also failed to materialize.

The railroad was a success for several years. It carried flour from the mills at Caledonia, Mumford, Wheatland Center, and Garbutt to Scottsville. Here the cargo was transferred to the boats in Oatka Creek, behind the mills. The boats then passed through the creek to the Scottsville-Genesee River Canal and then into the river.

James R. Clark of Caledonia was an enthusiastic supporter of the railroad. So confident was he that it would be continued to LeRoy that he named his tavern (now the home of Mrs. F. F. Keith) the Railroad House. A year after the railroad's completion, Clark approached William Garbutt, who was president at the time, with a proposition to take over the railroad. Garbutt laid the petition before the board at its next meeting in Mumford, and Clark was given a lease of the road and rolling stock for a term of years.

The building of the railroad, from Scottsville to Caledonia, would not alone have solved their transportation problem. The other half of the problem was to be able to load the boats at Scottsville and to navigate them to the river, and thence to Rochester and the Erie Canal.

Before the building of the railroad, an Oatka Creek Canal with two locks was proposed, to be built as far as Mumfordville. Estimates were made of the possible tonnage from all the mills, stores, and mines along its route, but the argument against it was that the canal locks would require too much water and rob the mills. Finally

the short canal and the railroad were decided upon.

A group of men led by Powell Carpenter as early as 1829, obtained a charter from the State Legislature to build a canal from the Genesee River to Scottsville, but it was not until 1836 that action was taken. A company was organized with a capital of \$30,000.00 and stock was sold to the people of Wheatland. Powell Carpenter, Abraham Hanford, Freeman Edson, William Haynes Hanford and Isaac Cox were the largest stockholders, and acted as the Board of Directors. They let the contracts and supervised the work. Joseph Cox and Thomas Halsted were awarded the contract.

A dam was built across Oatka Creek between the Pennsylvania Railroad bridge and the ruins of the feeder gates for the Genesee Valley Canal. A guard lock was built at the entrance to the canal which later became the feeder gate for the Genesee Valley Canal. From the guard lock the canal took a northeasterly course and at a point about east of Genesee Street it turned east, and entered the Genesee River immediately north of the original mouth of Oatka Creek.

The lock in the creek near the river was the cause of considerable trouble. Quicksand necessitated the building of a much more shallow lock than originally planned. Although the lock was one hundred twenty feet long, large enough to take the "Northumberland," one of the largest boats on the river, it was too shallow to take a heavily loaded boat.

The summer of 1837, when the canal was built, was very wet. The river overflowed its banks several times and when it was not raining the ground was too wet to work to any advantage. The unfavorable weather and the quicksand at the river lock greatly increased the cost of the canal which exceeded the contractor's estimate, and they lost heavily in its construction.

There was a great celebration when the canal was completed and a feast with the usual congratulatory speeches was held in the Eagle Hotel, at that time conducted by George Ensign.

The Scottsville and Genesee River Canal was completed in the fall of 1837 and the Scottsville & LeRoy Railroad was completed as far as Mumfordville at the same time. Consequently when navigation opened, in the spring of 1838, products would be picked up at the various mills between Mumfordville and Scottsville and transferred by railroad to the millyard in Scottsville. The canal boats were loaded in the creek back of the millyard, and they could then pass down the creek to the canal lock, through the Scottsville & Genesee River canal to the river. Thence they would proceed down

the river to the rapids, through the feeder to its junction with the Erie Canal, and discharge the cargo at the city warehouses, or continue east or west to Albany, New York City, or Buffalo.

The first boat to pass through the canal was the "United States" commanded by Captain John Ott, a resident of Scottsville.

The shallowness of the lock near the river caused sand bars to form in the mouth of the creek between the river and the lock, interfering with the shipping. In order to raise the water in the mouth of the creek and the lock, so that heavily laden boats would more easily pass through, two or three "eelweirs" were built across the river north of the creek. An "eelweir" was a form of dam built of stones, stakes, and interwoven brush.

The Genesee Valley Canal was authorized by an act of the State Legislature in 1836, in the same year that The Scottsville-Genesee River Canal was under construction, but construction on the Genesee Valley Canal did not begin until 1837. Consequently the Scottsville & Genesee River Canal was in operation only two years when the State took possession of the dam in the creek, the lock at the entrance from the creek, and that portion of the canal from Oatka Creek to the lock opposite Genesee Street. After some controversy, the state refunded to the Scottsville Company about one-third of the sum they had expended in its construction. The Genesee Valley Canal was completed and opened for traffic from Rochester to Mount Morris in the summer of 1840.

In the middle "thirties" Joseph Woodgate came to Scottsville from England. He was a miller by trade and was employed in the Hanford mill.

Lucius C. Andrus and Philip Garbutt built a small store on the west half of the Isaac Scott lot in 1836. After a few years, Andrus purchased Philip Garbutt's interest and conducted the store alone.

Benjamin Coon built the brick house at No. 12 Church Street in 1836.

At this time there was a stage line in operation from Rochester to the village of York, passing through Scottsville, Mumfordville, and Caledonia.

Newman Sparks came to Scottsville from Vermont in the middle "thirties" and he drove a stage for several years for John C. Hill, who operated a stage line.

Elijah Talcott Miller, an energetic business man, was the owner of the hotel on Main Street (now the Oatka). He also conducted a general store where Clydesdale and Kelly are now located. In 1836 Miller built a new brick house on the east side of Church

Street, which is now the home of Elbert Carver. The house, no doubt, was originally built in the Post-Colonial style, but has been considerably remodeled since it was built by Miller.

The mills along Oatka Creek were busy day and night taking care of the demand for flour. Abraham Hanford made an agreement with John Botsford to build an addition to the front of his mill in 1836. It was to be of frame construction to match the existing mill. Botsford completed the addition in the same year. In their agreement Hanford was to pay Botsford at the rate of 6½ cents per board foot. It was also stipulated that Botsford was to pay Hanford 2½ cents per board foot for all material delivered by Hanford and used by Botsford in the construction of the mill. In the following year, 1837, Abraham Hanford and John Botsford made another agreement whereby Botsford was to build a substantial frame storehouse to be thirty-six feet by fifty feet. Hanford was to pay Botsford at the rate of seven cents a board foot.

Dr. E. G. Munn, who came to Scottsville in 1828, sold his house and practice in 1837 to Dr. Peter McNaughton, who had come to the village the year before. Dr. Munn went to Rochester where he became widely known as an ophthalmologist. He died in 1847.

Sometime during the year 1837, Thomas McIntosh located in the village. He was a clerk in the stores of Philip Garbutt and Ira Carpenter and afterwards was Collector of Tolls on the Genesee Valley Canal.

In 1836 Abraham Hanford and Osborn Filer conveyed to John Z. Reed a piece of property at the west end of the mill race pond. John Z. Reed was born in 1809, the son of William and Elizabeth Garbutt Reed. Reed built a plaster mill at the west end of the mill race pond. The plaster was mined in Garbutt and hauled to Scottsville by team.

John Hazard, a Quaker, came from Orange County and settled in Wheatland in 1837. Later he owned a farm on the west side of Canawaugus Road north of Quaker Road.

The boom years of 1835 and 1836 were followed by the panic in 1837. The warehouses in New York City were full of flour but the expected European market did not materialize. In the cities, banks closed their doors, mills and factories shut down, and business houses closed. The effects of this financial crash were felt by the millers and farmers of Wheatland. Abraham Hanford last heavily in this depression.

In 1838 school No. 5 was erected on the corner of Wheatland Center Road and North Roads, and school No. 4 was built on South

Road about the same time.

Isaac Cox married Anna Shadbolt in 1808, the same year his father bought the double house of James Wood. Isaac became an intensive farmer and bought up tracts of land to clear for raising wheat. During the war of 1812 he received \$2.00 a bushel for a crop of 2,000 bushels of wheat. Soon he was able to replace his father's log cabin with a frame house which was later incorporated into the residence of his granddaughter, Helen Cox Boutwell, (now Delos Boutwell's house). By 1834 the frame house became too small for his family and he began preparations to build a cobblestone house on the west side of Canawaugus Road (now the home of the Resch family).

The cobblestone house is a double house two stories high. It was divided by a center hall so that one of his sons could live with him. Gardens, orchards, and a duck pond surrounded the house, and it was protected along the roadway by a long cobblestone wall. A small section of this wall, at the north end, remains in place to this day.

The new cobblestone house was begun by Isaac Cox in 1838. Building a house of this type is very slow, and he therefore prepared the cellar for occupancy, covering the cellar bottom with huge flagstones and building a fireplace with an oven. He moved into the house long before the rest of the structure was completed.

In 1838 Joseph Cox sold his farm of 282 acres, reserving the "Friends" graveyard, and he and his brother Isaac purchased from Abraham Hanford the mill in Scottsville.

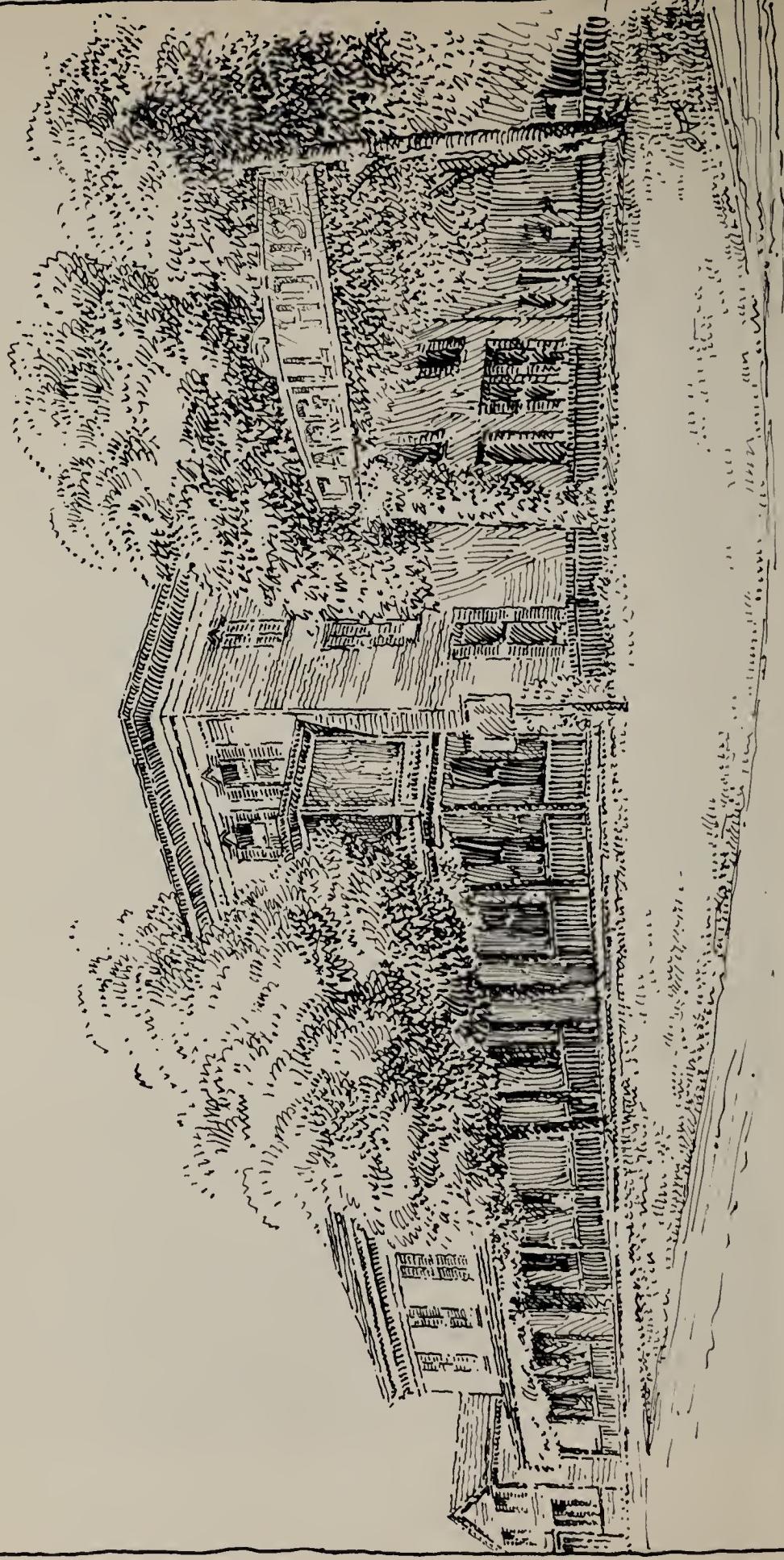
Another enterprize that interested men at this time, especially those who operated an ashery, was the making of charcoal. During the winter logs were cut into lengths from four to six feet long. They were piled in huge stacks with vent holes or flues from the bottom of the pile to its top. Earth was piled around the sides and over the top except where the vent holes occurred. Fire was then started and could be controlled by closing the vent holes.

Alvin Savage, a millwright, constructed several portable threshing machines in 1824 and built a "grain-reaper" in the late thirties. The cutting gears of this reaper consisted of a series of round steel plates with teeth cut in the outer edge, similar to a circular saw. The machine was tested on the "Miller Flats" south of the creek, in the presence of a large number of people. The experiment was a failure because the machinery was too cumbersome and too heavy for a single team to pull. It clogged constantly because the rotation of the cutting gear was too slow.

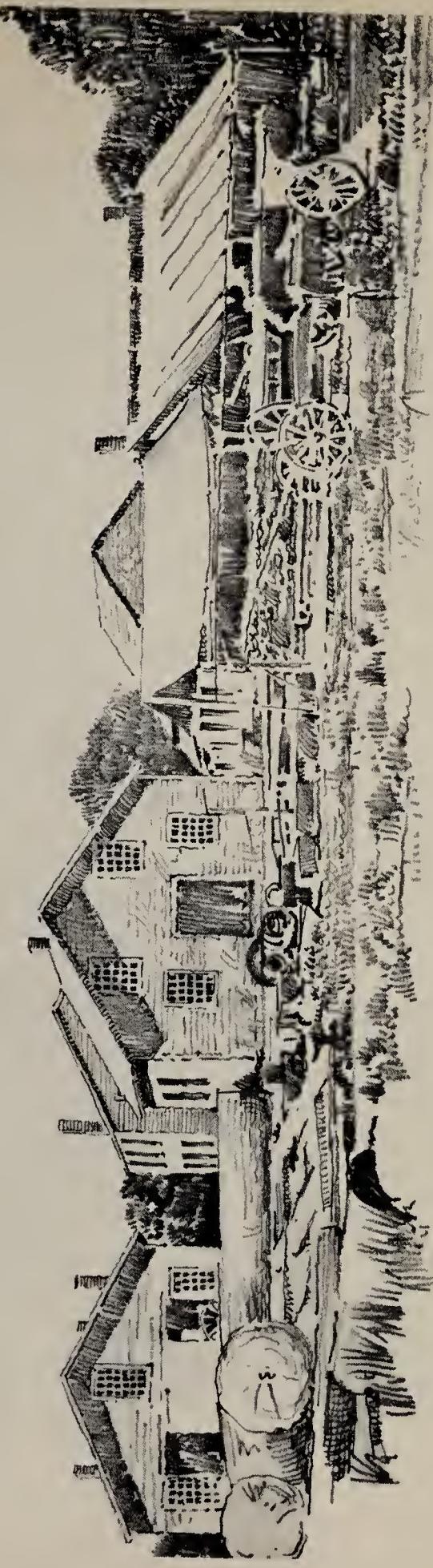
SALYERD BLOCK IN SCOTTSVILLE



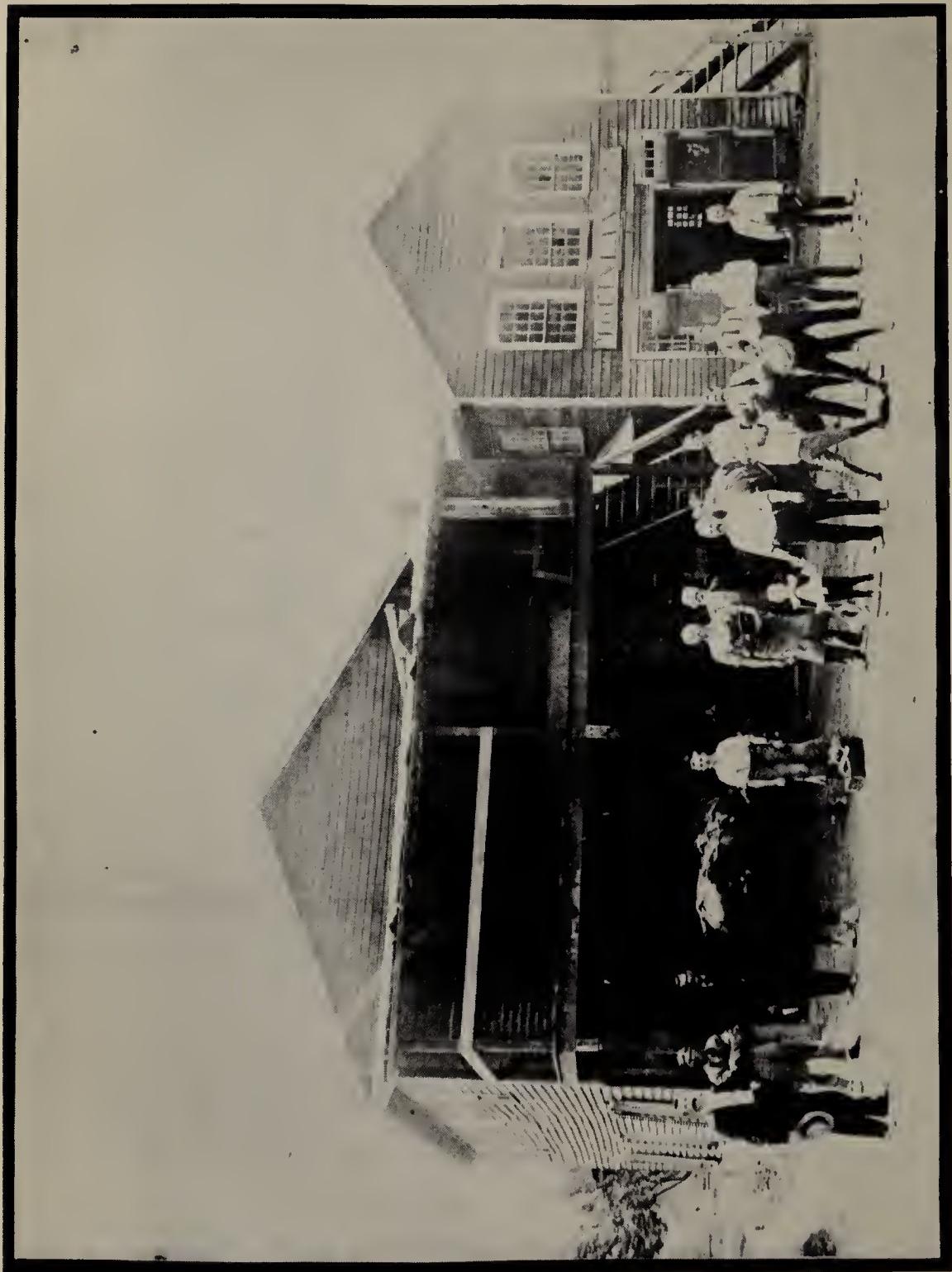
THE CARELL HOUSE  
SCOTTSDALE, N.Y.



RAFFERTY CARRIAGE SHOPS IN SCOTTSVILLE, N. Y.



McCONKEY'S AND QUINLAN'S BLACKSMITH SHOPS, SCOTTSVILLE



It is very interesting to note that, beginning in the early days of the town, there were always men striving to create new machinery to lighten the burden of farm work.

During the Canadian rebellion of 1837 trouble arose between our country and England. It was feared that over-enthusiastic sympathizers on the American side of the border might cause serious trouble by violating treaty laws. The Lewiston stage route was used by Americans to aid the Canadian revolutionaries. Therefore the Scottsville Artillery Company was ordered by the Governor to proceed to Buffalo to assist other military companies in protecting the border. This episode in our history is known as the "Patriot War."

The Scottsville Artillery Company left the village in the latter part of December 1837, and in Rochester took passage on open platform cars on the recently completed Tonawanda Railroad. It was a rough, bleak, wintery day with piercing winds. It required six hours to make the trip. The company arrived in Batavia after dark, cold, tired, and hungry. Since the Tonawanda Railroad had only been completed as far as Batavia, the company marched from there to Buffalo. One of the soldiers who went to Buffalo, wrote later in life, that "the people along the way were not very good to us. Too many were in sympathy with the Canadians." The soldiers saw no fighting; after six weeks of guard and camp duty, they were discharged and sent home. The company was later rewarded by the government for its service by the presentation to each soldier of a warrant good for forty acres of public land. The Artillery Company continued its existence for several years; in 1840, during a public demonstration, its six-pound field piece burst, and the company soon after disbanded. (There is no roster of this company in existence, but Appendix No. 16 lists the names of the men as furnished from memory by Captain Beckwith, Hugh McVean and others.)

Early in the year 1838, for some real or fancied grievance, the pastor, two of the elders, and nearly forty members withdrew from the First Presbyterian Church of Wheatland and formed the First Presbyterian Church of Scottsville. The first service was held March 4, 1838, in the Methodist Episcopal Church when eight additional members were admitted. The society elected John Colt, Isaac I. Lewis, Jonathan P. Sill, and Warren Smith, elders. The first pastor of the church was Lewis Cheeseman, and he served until 1843. Early in 1839 Levi Lacy sold the trustees parts of lots No. 4 and No. 5 on the west side of Church Street. Soon after they

erected a small frame church building, now a private residence at No. 3 Church Street.

It was about 1838 that Osborn Filer built the cobblestone store on the north side of Main Street, and at the same time built the cobblestone house on Second Street (now the home of LeRoy Slocum II). It was originally a one-and-one-half story house.

During this decade Goodrich and Henry W. Reed had a shoe shop on the north side of Main Street where the post office is now located. They did a large business for several years. George W. Reed and Jehial Reed, sons of Henry Reed, became noted businessmen in New York City.

In the building next west of Goodrich and Reed was Jonathan P. Sill. He conducted a general store. In 1839, Sill, the owner of the building, sold it to Joseph Cox, who in turn sold it to Isaac Cox.

Sometime in 1839 Ira Carpenter sold to John Dorr the lot on the west side of Church Street opposite Second Street, and he soon after built the beautiful Greek Revival house at No. 17 Church Street. John Dorr practiced law in the village. At the same time Ira Carpenter sold the lot south of Dorr's to Dr. Peter McNaughton, who had purchased the practice of Dr. Munn.

The "Farmers Library" was moved to Garbutt in 1816 and remained there until 1839 when the library was divided. The Scottsville subscribers withdrew their share of the books and established a library in Ira Carpenter's store. His store was in the front half of the present firehouse building. The Scottsville branch of the Library had a short existence; interest diminished and membership declined, consequently a few years later the books were disposed of at auction and the proceeds divided among the shareholders.

Chandler P. White located in the village in 1839 and purchased from William Hanford the property at No. 3 Rochester Street, now owned by Arthur Thurlow. White was a harness maker and first carried on his trade from this location.

The firm of Goodrich and Carpenter, who were in the potash business at this time, were shippers from Sheffer's landing.

An Act, declaring that section of Oatka Creek between the feeder dam and the railway bridge across the creek a public highway, was passed in April 1839. (See Appendix No. 17.)

A letter written in the "nineties" by one of the early settlers described conditions in the "thirties." At that time there were no roads as we know them. The worst roads today are infinitely better than the best main highways of the "thirties." They were inches deep in dust in the summer and feet deep in mud in the spring and

fall. Snow drifts were sometimes eight and ten feet deep and the only snow removed was by the sun.

The only illumination was by candle light. Kerosene was unknown. There were a few whale oil and camphene lamps.

Men traveled on stages, packet boats, and railroads. Railroads were dirty and dangerous. They could easily be derailed, and the straprails would sometimes get loose from the ties and crash up through the floor of the cars. The deluxe method of travel was by canal packet boats at the fast clip of five miles per hour. Not only were the passengers tossed about in the stages on the rough roads but sometimes it happened that the wheels of the stages stuck in the mud and passengers would have to spend the night in them.

There were no window screens in those days, and in many of the houses, rooms would be darkened after the evening meal and the flies driven out.

The supervisors of the town of Wheatland during the decade were David McVean 1830 and 1831, John Z. Reed 1832 and 1833, John McVean 1834, 1835, 1836 and 1839, and Theron Brown 1837 and 1838.



# SCOTTSVILLE

## CHAPTER VI

1840 - 1849

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THE VICTORY of the Whigs in the fall of 1840 ended the Jacksonian era. William Henry Harrison was sworn into office on March 4, 1841, and died after a month in office. John Tyler, a state-rights Virginia Democrat, became president. Twice the Whigs tried to pass a bill to incorporate a Bank of the United States, but each time Tyler vetoed the measure. Every member of his cabinet except Webster resigned, and all of the Whig members in congress severed all political connections between them and John Tyler. This rupture was a disastrous affair for both the President and the Whig Party.

The relations between the United States and England were more strained in 1841 than they had been at any other time since the war of 1812. But the controversial points were finally settled and ended in the signing of the Webster-Ashburton Treaty.

The Preemption Act of 1841 encouraged more and more people to take up land in the new unoccupied territories. The law gave a settler first right to purchase the land from the government providing he built a house and began to cultivate the soil.

Farm tools, needed to plow and reap the vast prairies, were invented. The iron plow, the reaper, and the threshing machines made possible development of the west.

After 1840 conditions began to favor immigration. The political unrest in Europe, especially in Germany; the fast steamships began making regular trips across the Atlantic; and the failure of the potato crop in Ireland in 1845 and 46; were contributing forces which sent vast throngs of immigrants to America.

The Texans defeated the Mexican general, Santa Anna, and in 1837 organized an independent republic, but the people of Texas wished to join the United States. President Tyler was in favor of annexation, but it was decisively rejected by the Senate. By December 1845 Texas was admitted into the Union as a state.

In 1844 the Whigs nominated Henry Clay for president, and the Democrats, James K. Polk. Clay's vacillation in regard to the annexation of Texas, cost him the election.

The Mormons set out from Illinois in 1844 in a thousand covered wagons to find a new location where they would be free to practice their religion. They settled in the Salt Lake Basin, which at that time, was on Mexican soil, but the treaty of Guadalupe Hidalgo brought them again under the jurisdiction of the United States.

On May 9, 1846, Polk asked Congress to declare war on Mexico. Nearly two years later, February, 1848, a treaty was signed. By the terms of the treaty the disputed section of Texas, New Mexico, and California was ceded to the United States. The United States assumed the claims against the Mexican Government and also agreed to pay Mexico the sum of \$15,000,000.00.

Iowa entered the Union as a state in 1846 and Wisconsin followed two years later.

Early in 1848 gold was discovered in California. The news spread like wild fire and the California gold rush was on.

In the election campaign of 1848 Lewis Cass was nominated by the Democrats, and General Zachary Taylor was nominated by the Whigs. In Buffalo the Free Soil party met and nominated ex-president Van Buren. Neither the Democrats nor the Whigs were ready, as a party, to tie themselves up with the cause of slavery or to become an anti-slavery party. But the Free Soil party came out against slavery in the strongest terms. The old issues of the Bank, the tariff, and internal improvements were fading into the background, and the new struggle over the slave question was emerging as a party issue.

Taylor was elected president and the first year of his term was taken up with the great debates of Clay, Calhoun, and Webster, which led to the passage of the Compromise Acts of 1850.



THE SUCCESS of the Scottsville-LeRoy Railroad was of short duration. As long as it operated in conjunction with the Scottsville-Genesee River Canal it was a success; the railroad cars could then be unloaded in the "millyard," and the products transferred to the canal boats in the creek back of the mills. But with the completion of the Genesee Valley Canal in 1840, that section of Oatka Creek between the feeder gates and the flour mills, which was a part of the old Scottsville-Genesee River Canal, became obsolete and could no longer be used by canal boats. It became necessary to build new warehouses along the bank of the Genesee Valley Canal and on "the island." The island was that triangular shaped piece of land enclosed by the Genesee Valley Canal, the feeder, and Oatka Creek. The Scottsville-LeRoy Railroad could not be extended to the new warehouses on "the island" because the grade from Rochester Street down to the warehouses was too steep. The cost of trucking the goods from the end of the railroad line in the "millyard" to the boats or warehouses on the canal was too costly.

A letter written by James R. Clark states that it was expensive to purchase horses, equipment, and harness. After loading eighty barrels of flour on four freight cars, the load caused the sharp flanges on the wheels to cut the wooden rails and the cars would be derailed. It would then require half a day to get the cars back on the tracks. The various difficulties forced the Scottsville-LeRoy Railroad to cease operation soon after 1840.

The building of the Genesee Valley Canal had also other effects upon the village. It ended the river boating and put out of business

the warehouses along the Genesee River. The embankment of the canal cut off the water supply from the swamps to Sheffers' sawmill on the river, east of the Pennsylvania Railroad overpass on the Scottsville Road. Sears and Hirma Galusha operated the sawmill at that time.

The last work to be done at the sawmill was the cutting of a good portion of the ties and rails for the Scottsville-LeRoy Railroad, and the last load of flour brought to the Sheffer warehouse was on September 1, 1840. Peter Sheffer III then moved to Chili.

After the first section of the canal was opened as far as Mount Morris in September 1840, the "stop law" postponed construction on the canal from 1842 to 1847.

As soon as navigation began on the canal, passenger boats as well as freight boats plied their trade. The passenger-boats, called packets, were trim and attractive boats drawn by three-horse tandem teams, attaining a speed of four or five miles an hour. The packet boat became very popular due to the ease and rapidity with which it was able to travel. It required only three hours for one of these boats to make the trip to Rochester from Scottsville.

An office for the collection of canal tolls was maintained in Scottsville from 1840 until the close of navigation in 1861. The following persons served as collector of tolls in the village during this period:—Levi Lacy, Thomas McIntosh, D. D. S. Brown, John Dorr, Charles Hall, R. H. Halsted, James F. Beckwith, Jacob Gallentine, William G. Lacy, and George E. Slocum. (See Appendix No. 18 for amount of tolls collected at Scottsville.)

On the bank of the canal, west of Woodchuck Hill, on the Giles farm, stood the mule barn. Mule barns were built along the canal, about 10 or 12 miles apart, to change teams. A good spring usually determined the exact location. When the Genesee Valley Canal was abandoned, the barn was moved to the Wisner farm just south of Industry Road and attached to an existing barn, where it still remains.

From the reminiscences of Francis X. Beckwith in George E. Slocum's "History of Wheatland," we read that, "During the last of the thirties the school district in the village was at a low ebb and not what it ought to be. The practice had been to hire a teacher as long as the public money lasted. When that was gone the school was out."

In 1840 when John Hammond, A. B. Penfield, and Francis X. Beckwith were elected trustees, they resolved to work toward a better and more efficient school. To obtain more funds it was

necessary to enlarge the district. This was accomplished in 1841 by annexing District No. 4, a district in the western part of the village. The enlarged district then voted to build a new school. The trustees purchased from Paul Austin the rear half of his lot on the southeast corner of Rochester and Genesee Streets. This short street, which extended only as far east as the school lot, became known as School Street (now Genesee Street East).

A small brick school house was erected consisting of two rooms and an anteroom, and the old school on the northwest corner of Rochester and Genesee Streets was abandoned for school purposes. (This new brick school on the south side of Genesee Street is now the east half of a two-family house.)

Beckwith states that the school was offered to Mr. Cantana, but he declined. The trustees then hired a young man named Asa Baker as principal and Miss Oliver as his assistant. Mr. Baker later became the Rev. Asa Baker of the Methodist Episcopal Church.

During the early years of this decade a sect of religious worshippers known as the "Millerites" was popular throughout the area, and Scottsville had its followers numbering about forty members. They met for worship in a house that stood in the rear of the lot on the east corner of Main Street and Scott Crescent. The leaders of the "Millerites," through some sort of calculation, set a date when existence on this earth would terminate. The followers made every arrangement for that event, even to preparing their robes for the occasion. But the day passed and so did "Millerism."

Patrick Rafferty, a native of Ireland, came to Scottsville in 1837 at the age of twenty-seven. Patrick was a carriage maker and worked at his trade until 1841 when he started a shop for himself and established a large trade. His two sons, William and Thomas Rafferty, were born in Scottsville in 1842 and 1844 respectively. They succeeded their father in the carriage making business in 1871.

Abraham Hanford amassed considerable wealth through his various business ventures in the growing village, but met with financial reverses in the panic of 1837. In 1840 he sold his home on Main Street (now the frame building on the side of the Slocum store) and left for the state of Michigan. His home became the parsonage of the Presbyterian Church of Wheatland, and as such was occupied by Rev. Linus W. Billington and Rev. Milton Buttolph.

Philip Garbutt sold his interest in the store, Garbutt and Andrus, to his partner Lucius C. Andrus in 1840, and in the same year pur-

chased from John Z. Reed the plaster mill and store house at the west end of the feeder pond.

During 1840, George Stevens was employed to make a complete survey of the village of Scottsville. On his map Main Street was first called by that name. Previously it was always referred to as the road to Albrights' Mill. Race Street was called Canal Street, and Church Street was called Chapel Street. The road laid out by William Wallace on the north side of the Scottsville and LeRoy Railroad tracks, between the mill race and Caledonia Avenue, was called South Street, and Second Street was then called North Street.

In 1840 Horace Chapin came from Springfield, Mass., and settled on North Road. He was a descendant of Deacon Samuel Chapin, the founder of Springfield. George T. Bristol and Albert Row settled in the village in the same year.

John Yawman was born in Alsoe, Germany in 1818, and came to America in 1828. In 1841 he came to Scottsville and for more than sixty years he followed his trade as a cooper. He lived on the north side of Scott Crescent, lot No. 6, and his shop was in the rear of the lot.

During the winter of 1841-42, the Rev. Dr. Nathaniel F. Bruce, who was engaged in missionary work for the Protestant Episcopal Church, spent the winter in the village residing with the Dorr family. He conducted services in the old school house that just been abandoned. Dr. Bruce was, however, called to other fields and it was not until 1885 that an Episcopal Church was erected in the village.

Isaac and Joseph Cox were very busy with their various enterprises during the "forties." They were owners of the old Hanford Mill, sometimes called the "little white mill." They operated a store where the post office is now located, and they also had a log-yard and sawmill. In the early part of the "forties" Harrison Cox was superintendent of the flour mill for Isaac and Joseph Cox.

About this time Dr. Peter McNaughton built his house at No. 15 Church Street. He also built a small frame office building near the street on the south side of his lot.

On a return trip from Caledonia, the Rev. Father Bernard O'Reilly stopped at the home of Patrick Rafferty, where they discussed the situation of the Catholics in the vicinity of Scottsville. Father O'Reilly then offered to come to the village once a month to celebrate Mass. In a short time Mr. Rafferty rented the brick house built by James Cox on the corner of Main Street and Caledonia Avenue. The first mass was celebrated in January 1841 by Father

Murphy and thereafter on every third Sunday for about a year and a half. In 1843 Patrick Rafferty, Michael Sheridan, and James W. Early bought from Shepard Garbutt the lot and the brick house where the present church now stands for the sum of \$800.00, with a view of erecting a church, but the building project was delayed until 1853. Father French succeeded Father Murphy in 1842 and he was followed by Father Carroll in 1844.

About 1842 Freeman Mason Edson, son of Dr. Edson, purchased the cobblestone store from Osborn Filer and conducted a general store until 1849. He sold groceries, drygoods, hardware, and medicines. Freeman Edson also engaged in the manufacture of potash. At one time he was owner of the "Railroad Mills" in LeRoy. Later in life he was associated with Hiram Sibley of Rochester in the construction of the House Printing Telegraph line from Buffalo to New York.

Lanklan Catana was the last teacher in the old school house on the northwest corner of Rochester and Genesee Streets and when the school was abandoned in 1842, he declined an offer to teach in the new school. However, he opened a private school in the house the "Millerities" had used as a place of worship at Main Street and Scott Crescent. The school was not a success and did not last through its first year.

During the early years of this decade Peter Sheffer II who was living in what is now a part of the Eugene Brown house on the Scottsville-Henrietta Road, built a cobblestone house on the north side of Genesee Street for his son, Levi. It is now the home of Carey Brown.

In 1843 Sears Galusha bought lot No. 21 on the east side of Rochester Street from Davis Smith. He was probably the builder of the Greek Revival house at No. 54 Rochester Street, where Mrs. Cox now lives. After the Genesee Valley Canal was opened and his sawmill was deprived of water power, Sears Galusha opened a lumber yard north of the village near the junction of the canal and the Scottsville Road. He received his lumber and shingles from the southern part of the state by canal boat.

Prior to the year 1843 the schools of each town were under the supervision of a board of three members, elected by the people, and they were known as the "Commissioners of Common Schools." Under this law the schools of Wheatland were served by the most prominent residents of the town; Powell Carpenter, Theron Brown, Freeman Edson, William Garbutt, David McVean, Duncan McVean, E. H. S. Mumford, Elisha Harmon, Allen T. Lacy,

Thomas Faulkner, Lewis Goodrich, Peter McNaughton, and Samuel Wood.

The system was changed in 1843 to a single officer known as "Town Superintendent of Common Schools." While this law was in operation the duties of the office were discharged by Joslyn Hutchinson, William G. Lacy, D. D. S. Brown, Asher Bennett, Nathan A. Woodward, and Morris W. Townsend.

The school district was enlarged again in 1844 when District No. 10 on the North Road was divided, the western part of which was annexed to the Garbutt district and the eastern part, including the school house, to the Scottsville district. To accommodate the increased number of pupils, an addition equal in size to the original school was added on the west side of the school house on Genesee Street. The brick school house in the former District No. 10 was dismantled and the brick used in the construction of the new addition. The enlarged school consisted of three large rooms, a library and hall, which proved to be sufficient size until the new school was built on Browns Avenue in 1869.

John Hammond, a school trustee at this time, was also a harness maker. He built the beautiful Greek Revival house, known as the Hammond-Hitchens-Emerson House at No. 11 Rochester Street. He also built a house for his daughter Alvira, who married Paul Austin. It is No. 24 Rochester Street and is now the home of George Abbott. The two houses originally were exactly alike, and the Austin-Abbott house remains as it was built, but the Hammond-Hitchens-Emerson house has been considerably remodeled.

On April 5, 1844, William Peabody sold to Francis Hooper lot No. 20 on the south side of Main Street with a frontage of more than three hundred sixty feet. On this site Francis Hooper conducted a tannery for more than twenty-five years, and the tannery shed stood about where the American Legion building now stands.

Francis Hooper lived in the house next to the tannery which today is the home of Robert Green at No. 63 Main Street.

"Major" John McVean was four times elected supervisor of the Town of Wheatland, and in 1845 was elected to represent this district in the State Legislature. Duncan McVean, a brother of John, was elected supervisor of the town of Wheatland in 1844 and 1845.

War was declared against Mexico in 1846 and Wheatland's sole representative in the war was Peter Clark of Scottsville. He enlisted in Captain Caleb Wilder's Company of Rochester. Fifteen years later he enlisted in the "old 13th," the first regiment raised in Monroe County for the preservation of the Union, and was killed in

the battle of Fredericksburg, December 13, 1862.

About 1846, when Dr. Edson married his second wife, Miss Mary Hanford, daughter of Abraham Hanford, he completely remodeled his house on Rochester Street. The main cornice, corner pilasters, and entrance designed in the Greek Revival manner were added at this time. It was also about this time that Dr. Edson built the little brick building west of the cobblestone store for his office. The cobblestone store and lot were owned at that time by his son Freeman Mason Edson.

The Eagle Hotel was acquired by Elijah T. Miller in 1846 from John L. McVean.

About this time Samuel and Edward Scofield were partners in a general store as well as grain dealers. Samuel Scofield was also superintendent of Joseph and Isaac Cox's flour mill for a short time and then in 1848 he bought the old Hanford Mill from the Cox brothers.

Dyer D. S. Brown was born in the town of Richmond, Ontario County, June 19, 1819. After completing his studies at Genesee Wesleyan Seminary at Lima, he taught school for a few years at Caledonia, Fowlersville and Mumford. Then he studied law and was admitted to the bar in 1846. In the same year he came to Scottsville, which was to be his home for forty years. He was appointed canal collector in the village in 1847.

The large commercial advantages expected from the Genesee Valley Canal never materialized. Only fifty-two miles had been completed when the "Stop Law" of 1843 postponed further construction. But the expenditure of more than \$1,500,000.00 in the valley had greatly stimulated business, and many commercial enterprises were started. The tonnage in the canal increased from 26,892 in 1841 to 65,077 in 1844. Although this was below the anticipated volume, work was resumed on the canal in 1847, and it was completed as far as Olean in 1856.

Noted in letters and old account books of the Garbutt Plaster Mills were names of some of the canal boats: "Sangileand," "Piffardine," "Peacock," "Ann of Wheatland," "Poverty of Wheatland," and "William W. Wooster." The same records also give us the names of a few of the boat captains: J. Noble, Moses Roberts, John Conner, John Ott, John Benson, Denise Bulger, and H. E. Ranlet.

The "Genesee Farmer" of 1846 contained the following article: "Martin Smith of Wheatland, the individual with only twenty acres of land, has sustained and brought up a family of thirteen children, had money on hand to assist his poor neighbors who had

two hundred acres of land; and who by his indomitable industry, good management and perseverance, has been enabled to hold on to his grain crop three years, waiting for a market—a diploma framed and glazed is awarded."

Dougal Cameron Hyde, brother of Volney Hyde, began to study law in the village in 1845, in the office of Mr. Bryant. Later he graduated from the Yale Law School and was admitted to the bar. He began his practice in Rochester.

Orrin Cartwright, a blacksmith, came to the village in 1847, and purchased from Powell Carpenter the property on the corner of Main and Church Streets now occupied by Mr. Grassi's store.

The general store of Joseph and Isaac Cox, located where the postoffice now stands, was sold in 1848 by George Hart to William H. Hanford, Jr. The latter was born in Scottsville in 1819. He began his career as a clerk in the general store of L. C. Andrus. The deed of this sale also speaks of a tinshop that stood next west of this store and was included in the property.

The first bridge between Wheatland and Henrietta was a wooden structure built in 1849. It was located about seven hundred feet north of the present Scottsville-Henrietta Road bridge. The bridge was built on pile abutments, and forty-nine piles were required. They were driven into the soil with a weight weighing 1500 pounds and raised to a height of thirty feet. At the same time the road through the Sheffer flats was opened as a public highway. Building the bridge and connecting Henrietta with the west side of the river seemed an opportunity to George Sheffer. He proceeded to build a saw and grist mill on the north bank of Oatka Creek at a point where the abandoned Scottsville-Genesee River Canal entered the creek. A rude dam of loose stone and logs was built across the creek just east of the present Pennsylvania Railroad bridge. The raceway was constructed on the east side of and parallel to the Genesee Valley Canal from the creek to its intersection with the abandoned Scottsville-Genesee River Canal, thence eastward to the mill. The mill was successful for several years until destroyed by fire in 1860.

A stageline connected Rochester with Scottsville. The stages departed from the village for the city on alternate days.

Lowry Blackburn sold his blacksmith shop to George Hahn in 1849. The shop was located on Main Street opposite Church Street.

Sometime during 1849 George Engs Slocum arrived in the village on one of the Genesee Valley Canal packet boats. He was born in 1824 in Delphi, Onondaga County, where he learned the tinsmith

trade. He opened a tin-shop in a small frame building that stood on the site of the Hart Store. In 1886 Mr. Slocum read a paper before the Scottsville Literary Society, "Main Street in 1849." He said there were no sidewalks or even a gravel path in the village. Woe betide the resident who stepped from his home after dark during certain seasons of the year, because mud was everywhere. There were a few locust and other shade trees, but nothing compared to the long lines of maple and elm trees that now grace the streets. The floors of the stores were two feet about the ground and were reached by narrow flights of steps. There was not a store with a show window in the village and no attempt was made to display any goods.

William Kemp, a shoemaker, purchased from Joseph Cox the little store at No. 12 Main Street in 1849. Here he kept a shoeshop until 1858. Before Kemp, George T. Bristol kept a store in this building.

The supervisors of the Town of Wheatland during this decade were as follows:—Jirah Blackmer, 1840, 1841 and 1843; Lewis Goodrich, 1842; Duncan McVean, 1844 and 1845; Elisha Harmon, 1846 and 1847; George Hall, 1848; and Philip Garbutt, 1849.

In 1843, a break occurred in the canal at Oatka Creek and the invoice for the repairs is as follows:

To 12 $\frac{3}{4}$ days' work with teams at 16/ per day drawing gravel	\$25.50
To one hand to shovel gravel at 7/ per day, 4 days .....	3.50
To one hand one day 7/ .....	.88
To one hand four days 7/ .....	3.50

Another invoice, Freeman Edson to J. Morehouse:

7 lbs, paint .....	\$1.31
1 $\frac{1}{2}$ days labor .....	1.88
Painting gates .....	.60

To F. M. Edson, to D. Frost:

Painting sink .....	\$ .75
Hanging 14-one roll borders .....	3.75
To 6 $\frac{1}{2}$ days painting .....	8.13
To 1 $\frac{1}{2}$ lbs. black paint .....	.38
To painting 2 pairs blinds .....	1.50

The following items are taken from account books of the "forties."

To making vest and pantaloons .....	\$ .88
Pair of shirts .....	1.00

Pair of stockings .....	1.00
Bonnet .....	2.00
To 3 yds. of pantaloons cloth .....	.51
One pound of cheese .....	.06
17 $\frac{3}{4}$ pounds of veal .....	.71
Hog weighing 177 lbs. at .05 $\frac{1}{2}$ .....	9.74
One cow .....	17.50
Bushel of potatoes .....	.25
Ton of hay .....	8.00
Coffee pot .....	.38
Axe .....	2.00
2 $\frac{1}{2}$ yards of flannel .....	1.25
1 lb. block tin .....	.84
2 lbs. No. 14 wire .....	.24



# SCOTTSVILLE

## CHAPTER VII

1850-1859

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THE SECOND HALF of the nineteenth century began with the North and South directly opposed on every question. Business and industrial leaders were tired of the agitation over slavery. They saw the great era of economic prosperity that lay ahead. The population of the country was more than 23,000,000 in 1850, and foreigners were reaching our shores in an ever increasing volume. During the "fifties" more than two and one-half million immigrants came to the United States.

President Taylor died in 1850, and Millard Fillmore of New York became president. He signed the Compromise Act which was supposed to be a final settlement of the slavery question, but proved to be only a truce.

The rush of the gold-seekers was so great that the population of California increased from 10,000 in 1848 to nearly 100,000 in 1850. Congress therefore consented to admit California into the Union in 1850. Congress also established the Territory of Utah in 1850. This gave the Mormons territorial government.

In the presidential campaign of 1852 Franklin Pierce of New Hampshire, the Democratic candidate, defeated General Winfield Scott, nominated by the Whigs. The business interests thought that Pierce would more likely follow the truce as attempted in the Compromise Act, and he was elected by a large majority.

The Kansas-Nebraska Bill became law in 1854; the Missouri Compromise was nullified, and the truce broken. It was one of the worst blunders Congress ever committed, it threw the country into a ferment of excitement, by forcing the people to decide for or against the extension of slavery. The "underground railway" was started again with increased vigor.

The new Republican party was organized and in the fall elections was successful in the states of Wisconsin and Michigan.

Between the years 1850 and 1860 the average annual production of gold in California was more than fifty million dollars, and about two-thirds of it was shipped abroad to pay for the excess of our imports over exports.

In the fall of 1856 the Republicans nominated John C. Fremont and the Democrats nominated James Buchanan of Pennsylvania for President. Buchanan had been in England during the Kansas controversy, and had no abolitionist leanings. The remains of the old Whig party and the discontented northern Democrats organized the Native-American or Know-Nothing party and nominated Fillmore. Buchanan was elected by an electoral vote of 174 to 114.

The population of Minnesota in 1857 was thirty times as great as it was in 1849, and accordingly Minnesota became a state in 1858.

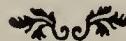
The Dred Scott decision by the Supreme Court in March 1857 endorsed the idea of Davis and Calhoun, that a negro was not a person, but a piece of property. It told the people of the North that they could not contain slavery even if they gained control of the Senate.

A severe panic in 1857, brought about by the over building of railroads and over extension of bank credits, closed the mills and factories and caused the failure of many banks.

Between 1830 and 1850 only about 6,000 miles of railroad had been built in the United States, but between 1850 and 1860 more than 17,000 miles of track were laid. Before 1850 roads and canals were the means of transportation that developed the west. After 1850 it became the railroad.

This was also the era of the famous American clipper ships, the fastest sailing vessels ever placed upon the sea.

Two great aids to business, the telegraph and the use of postage stamps on letters, were invented in the "forties," but their great values were discovered during the "fifties."



THE SECOND HALF of the nineteenth century opened with an outlook of ever-increasing prosperity for the Town of Wheatland. The incessant clatter of the old-fashioned noisy mills along Oatka Creek could be heard day and night. Six mills were grinding wheat, four were grinding gypsum, and two were still sawing logs. The Allen Woolen Mills in Mumford were shipping cloth to Boston, New York and Philadelphia. The gypsum mines at Garbutt, the cooper shops and blacksmith shops were busy from early morning until late at night. But the latter half of this decade was to witness the beginning of the decline of the wheat growing and milling industry.

Lucius C. Andrus, whose store was on the south side of Main Street opposite the Eagle Hotel, moved into Ira Carpenter's store in 1850 (this is the present firehouse building). Andrus built the rear half of the building, more than doubling its size, and he continued in business until 1857.

Andrew Meehan was born in Ireland in 1832, where he learned the trade of harness maker. He came to America in 1848 and settled in Scottsville in 1850. Meehan found employment in the harness shop of Samuel Severance, where he worked until 1854 when the shop passed into his hands. This shop was located in the vacant lot next west of the Scottsville Grill.

In December of 1851 Samuel Wood and Samuel Scofield sold the old "Hanford Mill," built by Donald McVean in 1816, to William H. Hanford, Jr.

Elijah T. Miller built an addition on the west side of the Eagle Hotel in 1851. William Ball of Caledonia was the builder. The new extension contained the office and bar on the first floor and a ballroom on the second floor.

Sometime during the same year Herman Miller and O. P. Simmons opened a marble shop on the corner of Main and Church Streets (now the Grassi store). Thomas Gildea was a marble cutter and worked in this shop.

Peter Sheffer II died at his home on Wheatland-Henrietta Road in 1851 at the age of ninety years. George Slocum, in his history of Wheatland, speaks of Peter Sheffer II as follows, "Peter Sheffer was a man of strict integrity, was genial, obliging and charitable. Possessing more than an ordinary share of this world's goods, he was of invaluable assistance to his less favored neighbors in aiding them to obtain a start in their new homes."

Through the "fifties" and until he died in 1868, Mathew Reisinger conducted a cooper shop in the village.

Peter Freidell came from Germany to America in 1851, and in the following year settled in Scottsville. He was a cooper and was employed in Reisinger's shop.

Cooper shops were busy places in those days. Not only were thousands of barrels needed by the flour mills, but tight barrels were needed for salt pork and the curing of beef (see Appendix No. 19).

Since Beckwith came to the village, his shop, where he made chairs and other furniture, was located on the north side of Main Street halfway between Race Street and the mill race. In 1852 he acquired from Garbutt the store left vacant when Andrus moved to Carpenter's store. (This store was on the site of the Salyerd building.) Beckwith occupied this store for nearly twenty years.

Powell Carpenter, who had purchased the William Haynes Hanford house in 1823, died in January 1853. He was a generous and public spirited man. His name was associated with many of the village improvements. He built the Eagle Hotel, he was one of the corporators of the Scottsville-LeRoy Railroad, one of the promoters of the Scottsville-Genesee River Canal, he and Abraham Hanford built the dam and raceway for the mills, he built the brick mill, and was one of the founders of the Farmers' Library.

The beautiful Greek Revival house with a two-story porch on the west side of Canawaugus Road was sold to Newman Warren by John Hazard, a Quaker, in 1853. (This house is now the home of Mrs. David Elzenga.) John Hazard, who had married Martha Cox, was undoubtedly the builder of this house.

The Genesee Valley Railroad, now a part of the Erie Railroad, although located on the east side of the Genesee River, was of great importance to the people in the eastern part of the Town of Wheat-

land in spite of certain inconveniences. It was completed in 1853 and a station was located in Rush on the Scottsville-Rush Road. The station was called Scottsville for many years, then called Pixley and finally Oatka. The mail was then carried on this railroad until the completion of the Rochester State Line Railroad in 1874. The distance between the station and the village was too great and required an omnibus to meet the trains. The river annually overflowed its banks, some years two or three times, to such a depth that it was necessary to resort to boats, and on some occasions the water covered the flats to such an extent that boats took on passengers at the lock in the Genesee Valley Canal, and passed unobstructed over fields and fences to within one hundred feet of the station in Rush.

Joseph Bowerman, a farmer from Fairfield, Maine, came to Wheatland in 1826 and settled among the Quakers on Quaker Road. His son, Luther, was four years old at the time and he later became a carpenter and farmer. Bowerman Road, extending from Caledonia Avenue to the Bowerman homestead on Quaker Road, was opened in 1854.

Daniel P. Hammond was a brick mason. He lived at 18 Rochester Street, now the home of Harry Simms, and probably built that brick house as well as many others in the town. In 1854 he built the Presbyterian parsonage at No. 31 Rochester Street, and soon after its completion he left for Wisconsin.

For some years the congregations of the Quaker Churches had been gradually declining. Members consisted wholly of middle aged or elderly people; the younger people were more interested in attending religious meetings where music was part of the service and where it was not considered a mortal sin to wear clothes in attractive colors.

During 1852 negotiations were carried on between the orthodox Quakers, who had built the cobblestone church in 1834, and the Hicksites who remained in the old frame church. Consequently the Orthodox Quakers sold the cobblestone church to the Hicksites in 1854 and built a new frame meeting house on South Road. The total cost of the meeting house and lot was \$1,300.00. In the following year a man named Deitrich removed the old frame meeting house on Quaker Road.

Until the middle of this decade the walks through the village streets consisted of dirt paths, which became a sea of mud whenever it rained. During 1854 and 1855 David Nettleton and Samuel Severance by subscription obtained a sum of money to purchase

lumber for a sidewalk. Then, by the appropriation of highway labor, they constructed a plank sidewalk from Brown's Grove through Rochester Street, Main Street, and Caledonia Avenue to Bowerman Road.

During the year 1854 the small frame store which stood on the site of the present Hart Store was transferred from Ezra Scofield to Abram D. Scofield. William Hanford, Jr., bought the store in 1848, and ran it for a number of years.

Dyer D. S. Brown was appointed postmaster in April, 1853, and he was succeeded by David B. Lewis in September, 1855. Mr. Brown resigned because he could not support the national policies of President Pierce. Lewis maintained the postoffice in a small frame building that stood where the west half of the Scottsville Grill is now located.

After a wait of ten years the Catholics began the construction of St. Mary's Church, and the cornerstone was laid by Bishop Timon August 15, 1853. The main building is a brick structure forty feet by eighty feet. It was erected during the pastorate of Father McGlew. Lewis Charboneau of Rochester was the architect and builder. The first Mass in the church was offered in May, 1855.

At the same time the Catholics purchased from Zephaniah Lewis five acres of land for a cemetery, which is now referred to as the "old cemetery."

William Welch, son of John Welch, came to Wheatland with his parents in 1815. In 1844 William bought the farm on the Scottsville-Chili Road, which later came into the possession of Admiral Hanford. Welch was elected supervisor of the town of Wheatland in 1855 and 1856. He succeeded Philip Garbutt who served as supervisor from 1851.

During the navigable season of 1855 Philip Garbutt shipped 3422 tons of plaster from Scottsville on the Genesee Valley Canal. It was shipped on sixty-four boats, and the largest shipment on one boat was eighty tons. Garbutt had warehouses at various stations along the canal and kept a man at each one to sell and measure out the land plaster to the farmers with a wooden measure.

Records of the "fifties" state that it rained nearly every day from July 19 to August 3, 1855, and at times very heavily in the Town of Wheatland. Wheat lay in the fields uncut and sprouted. The crop throughout Monroe County was an entire failure, and many of the farmers and millers lost heavily.

The year of the rains was followed by three years of the scourge of the wheat midge, which reduced the yield in 1856 to twelve and

three-quarters bushels per acre; in 1857 to six and one-half bushels, and in 1858 to ten bushels. Then in 1859 the June frost resulted in a yield of only fourteen bushels per acre.

These five years were disastrous to the wheat growing industry in Monroe and Livingston Counties, because at the same time the vast wheat-growing regions of the west were developing, and they easily supplied the markets that the farmers of this region failed to supply because of crop failures. The west retained its gains in the eastern markets and wheat growing went into a decline in Wheatland.

From the United States census of 1850 we note that the State of New York ranked third in the production of wheat in 1849 with a total of thirteen million bushels. Pennsylvania and Ohio were only slightly ahead. This report also states that Monroe and Livingston were the greatest wheat-producing counties in the United States.

The Eagle Hotel was purchased by William Tone and Francis Murray in 1855. Tone had run the Dumpling Hill Tavern before he became interested in river boating. He built the scow, "Boxer," and the large river boat "William Tone." John Ott was captain of the "Boxer" while Tone himself was captain of the "William Tone."

The "fifties" were also trying days in the field of politics. The slavery question came up whenever a group gathered, and the people of Wheatland were as vitally interested in this question as in any community. A call was made in the newspapers by a group of citizens for fellow citizens in each town and ward to send delegates to the city hall in Rochester on September 22nd. Here they were to elect two delegates from each Assembly District to attend the Republican State Convention in Syracuse on the 26th of September. The newspaper said that the object of this party was to arrest the outrages perpetrated to extend slavery. For a list of the supporters of the Republican party in the Town of Wheatland see Appendix No. 20.

In the fall election on November 6th in District No. 1 the vote was as follows: Know-Nothing Party 81, Republican 68, Democrat 45.

During the year 1855 George Slocum bought David Nettleton's house at No. 32 Rochester Street and in January 1856 he bought the west store from F. X. Beckwith in the block on the south side of Main Street and Canawaugus Road. Beckwith kept the store in the east half of the building where he continued to make chairs. Beckwith later moved to a small frame shop next west of the

building erected by Andrus, but both of these buildings were located on the Salyerd building site.

George Hahn was in his blacksmith shop on the south side of Main Street opposite Church Street on Sunday afternoon, February 3, 1856, when he saw flames engulfing the Presbyterian Church of Wheatland. He spread the alarm, but it was not long before the church was consumed by fire.

The Presbyterian Church accepted the offer of the Methodist Episcopal Church to join with them in worship until the completion of their new church, which they planned to rebuild immediately. The destroyed church stood on the north side of Second Street directly opposite Church Street, which then ended at Second Street.

Dyer D. S. Brown had recently come into the possession of Dr. Freeman Edson's farm which included most of the land between the lots on the north side of Second Street and North Road, and west of the lots on the west side of Rochester Street. Brown offered to give the land for a street extending from the church lot to North Road, and to give the church a lot on the west side of the proposed street. The new road would be a great convenience to the people living in Chili and west on North Road. The Presbyterians accepted his offer and Browns Avenue was opened up and the Presbyterians built their church on the new site.

The work on the new church was pushed with such vigor that it was completed on May 7, 1857. The contract was awarded to Luke Marvin for the sum of \$6,000.00. The following served as pastors in the old church: Lewis Cheeseman, Eli S. Hunter, Seldon Haynes, Linus W. Billington, Milton Buttolph, and Dugald D. McColl. McColl began as pastor in the new church.

The form of the school government was changed again in 1856 by placing all the schools in each assembly district in the charge of a single officer, a School Commissioner. He was expected to devote his entire time for the benefits of the schools. Residents of the Town of Wheatland who have held this office were Franklin R. Garlock and G. Fort Slocum, who was appointed to complete an unexpired term.

During the summer of 1856 bitter words in the Senate and deeds of violence in Kansas forced the people to think seriously about politics. On August 2, 1856, the Know-Nothing lodge in Scottsville broke up in a row. On September 5th there was a great Fremont demonstration in Rochester, with eighty-three horsemen from Wheatland capturing the prize banner. Although in March the Know-Nothing party elected William Welch supervisor of

the Town of Wheatland, in the November elections the Town of Wheatland voted as follows: Fremont (Republican) 238, Buchanan (Democrat) 118, and Filmore (Know-Nothing) 90.

On January 2, 1857, George Slocum rented the upstairs room in his shop to Mr. Ashby for a night school.

In George Slocum's dairy under the date of July 1857, he notes that he drew an agreement for a coal company between L. Scofield, D. S. Stewart, W. H. Hanford, H. Cox and George Slocum. It was the first coal brought to the village for sale.

Thomas Halsted, one of the contractors on the Scottsville-Genesee River Canal, conducted a grocery in the cobblestone store for several years and in 1857 the store was purchased by Charles L. Achard.

In November of the same year, the Rogers brothers purchased from Hanford the brick store building and the grocery business of L. C. Andrus, who was occupying the building at the time. The Rogers brothers were sons of Harris Rogers who settled in Wheatland in 1807.

During the latter "fifties" James B. Sims ran a tri-weekly express to Rochester.

The Hooper tannery was still in operation, where the American Legion building now is located. Luke Marvin, a carpenter, built a planing mill on the canal feeder. It was run by steam power. George Slocum made the large engine pipe for him.

From Slocum's diary we read that he also made forty gallon tanks as well as a beer cooker for Hyde and Doane, who were operating a brewery.

Floods during November 1857 swept the Wheatland-Henrietta bridge from its abutments.

After a separate existence of twenty-one years, the Presbyterian churches in the village were reunited in 1859. During the separate existence of the First Presbyterian Church of Scottsville the pastors were: Lewis Cheeseman, Edwin Bronson, Richard McKay, Henry R. Doolittle and John Jones. The salaries of the pastors at this time varied from four hundred to five hundred and fifty dollars a year.

The little shoe shop at No. 12 Main Street conducted by William Kemp was sold by him to Nehemiah Bradstreet in 1859.

William Tone died in 1859. He and Francis Murray bought the Eagle Hotel in 1855 and Murray continued to conduct the hotel.

Ephraim Finch was supervisor of the Town of Wheatland in 1857, 1858 and 1859.

During the "fifties" Ephraim White opened his shop after learn-

ing the trade of basket-maker. He was born in Mansfield, Mass., in 1822 and first settled in Wheatland Center and then moved to Scottsville at 1866. He lived on Caledonia Avenue until his death in 1912. Later the house was dismantled to enlarge the gravel pit. White had a wagon with a frame on it, which he filled with baskets and traveled about the country roads to sell his wares.

To us today, the tinsmith as a craftsman is unknown, but until the end of the nineteenth century he was an important man. From the notebooks of George Slocum we find the amazing number of articles made by him. There were kettles, double pot boilers, oil cans, tea pots, candle moulds, ash cans, strainers and all kinds of pipes. The cost of some of his articles were: six quart pans seventeen cents, dust pans twenty-five cents and coffee pots fifty cents. Tinsmiths had patterns for all the various items and upon an order, the patterns were quickly laid upon sheets of tin, cut out and formed.

William Carson, who came to the village in 1833, was a blacksmith and for a time worked for Michael Sheridan. During the "fifties" he had a shop on the narrow lot between Brunner & Kiels garage and the raceway.

# SCOTTSVILLE

## CHAPTER VIII

1860 - 1869

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THE COUNTRY was recovering from the panic of 1857 and from an industrial viewpoint, a new period of prosperity was on the way. But the warnings of the impending crisis were daily becoming more apparent. Southern as well as northern newspapers warned of the dire consequences that would follow Lincoln's election.

Great editors of the time, Greely, Bowles, and Raymond, waged intensive campaigns against the extension of slavery. It was the influence of their editorials that was responsible for Lincoln's election in the fall of 1860.

In December following Lincoln's election, South Carolina seceded from the Union and on February 14th Jefferson Davis was inaugurated president of the Confederacy. On April 12, 1861, Fort Sumter was attacked.

By 1861 the population of the United States was more than thirty-one million with more than twenty-two million people living in the twenty-two States that remained with the North. The northern states had become a network of railroads which were of immense value during the war.

In 1861 Kansas was admitted into the Union as a free state.

Congress passed the "Homestead Act" in 1862. It was the most liberal of all our land laws throwing open millions of acres of Public domain and encouraging immigration. During the war more than 800,000 immigrants came from Europe to America.

Lincoln issued the Emancipation Proclamation January 1, 1863. In March of the same year Congress passed the Conscription Act subjecting to military service all citizens between the ages of 20 to 45. It was forcibly resisted in some localities.

The turning point of the war came in July 1863. On July 3rd Lee was defeated at Gettysburg and on July 4th Vicksburg surrendered.

Lincoln was re-elected President in 1864, carrying every state except New Jersey, Delaware and Kentucky.

Lee surrendered April 9, 1865, at Appomattox Court House and Johnson surrendered on the 26th to Sherman near Raleigh. The war was over.

At the close of the war there were about a million men in the Union army. More than 360,000 had been killed or had died in the service.

Our national debt rose to three billion dollars, but industry, which was busy during the war, created a new aristocracy of wealth. To the South, the end of the war brought exhaustion and destitution. In the North the production of pig iron increased from 300,000 tons in 1860 to 1,000,000 tons in 1864.

Lincoln was assassinated April 14, 1865, and died April 15th. Johnson became president and took up the work of reconstruction.

The transatlantic cable was successfully completed in 1866 and communication between the Old and the New World was established.

The 13th Amendment became a part of the Constitution in December, 1865. During the war, Napoleon III of France sent an army to Mexico and set up

his puppet, Emperor Maximilian. At the cessation of hostilities the President sent 50,000 troops to the border, and the French withdrew in 1866.

Congress brought impeachment proceedings against Johnson and on May 16, 1868, the Senate voted "not guilty."

In 1867 Nebraska was made a state and Alaska was purchased from Russia for \$7,200,000.

The Republicans nominated General Grant in 1868 and the Democrats nominated Horatio Seymore of New York. Grant's victory was not overwhelming. Seymore won in New York, New Jersey, and Oregon, while in Ohio, Indiana, Michigan and Pennsylvania the votes were extremely close.

The Union Pacific Railroad, the first transcontinental railway, was opened in May, 1869.



**T**HIS PERIOD of grim years was to leave its shadow upon many homes in Wheatland. Nearly two hundred men answered the call of duty and forty-three men were killed or died in service. (See Appendix No. 21 for complete list of men.) After the war came the difficult years of adjustment. The war created a demand for flour and farm products, but the western farm states, with the help of the trunk railroads, gained complete control of the eastern markets.

Mr. O. P. Simmons sold his interest in the marble business of Miller and Simmons to his partner, Herman H. Miller. Mr. Miller continued to operate the business on the east corner of Church and Main Streets.

Samuel, Ezra and Abraham Scofield, sons of Ezra Scofield, one of the early settlers in Wheatland, were all active business men in the village. Samuel for a time operated the old Hanford mill, and served as supervisor from 1860 to 1864. Ezra and Abraham conducted a store in the "fifties" on the site of the present Hart Store.

The importance of the national issues raised the excitement in the presidential campaign to a high pitch. The political campaigns began early in the summer, with the Republicans forming a marching club which they called the "Wide-a-wakes." They had special hats and capes made by John Croft, the village tailor. George Slocum made the lamps. The Democrats also organized a marching club and the village saw plenty of parading and heard many fiery speeches.

The results of the election in Wheatland on November 6, 1860, gave Lincoln a majority of 127 in the village and 137 in the town. There was great rejoicing. A great crowd of people from the village went to Rochester on the Erie Railroad to celebrate. On the evening of the 9th, Scottsville celebrated Lincoln's election with a supper

at the American Hotel (now Oatka Hotel) run at the time by C. C. Merritt.

Dyer D. S. Brown was elected County Clerk in 1858 and remained in office until 1862. In 1860 he was a delegate to the Republican National Convention which nominated Lincoln for president.

The grist and saw mill built in 1849 by George Sheffer on Oatka Creek, east of the village, was destroyed by fire Sunday, November 25, 1860. George Sheffer then moved to the town of Chili.

Neafie and Shadbolt were, at this time, conducting a general store where Hart's store is now located. John C. Neafie came to Scottsville early in life. He first clerked in the store of William H. Hanford and the Scofield brothers.

Christian Walter was born in Germany in 1825 and came to Scottsville in 1849. He was a cooper and by 1860 was making barrels in his shop on the east side of his house. His house was on the north side of Main Street east of the raceway. He specialized in making tight barrels, needed for vinegar and whiskey, and also for putting down salt pork and beef. Walter gathered and prepared his own wood by selecting the oak and black ash trees in the swamps. He had a black horse that was trained to walk on a tread mill which operated his simple machinery.

The bridge to Henrietta, swept from its abutments by the flood of 1857, was replaced in 1860 by a new bridge, which was located about six hundred feet south of the first bridge. It was a Whipple Truss bridge with a cast iron arch, wrought iron chords, and was one of the first of this type in the locality. The abutments were built of stone, connected with short arches, but the design must have been faulty because the abutment on the west side of the river began to lean toward the river soon after the bridge was completed.

During the month of February, 1861, Orrin Cartwright, a blacksmith, and Moses Doane, a carpenter, died. Doane was the builder of the interesting early Victorian house at 78 Main Street, where Mrs. Marshall now lives.

C. C. Merritt sold the American Hotel and purchased the Eagle Hotel from Francis Murray.

B. B. Carpenter was appointed postmaster in 1860 and was succeeded by Otto Bennett in March, 1861. Otto Bennett was the son of Frederick Bennett, who settled in Wheatland in 1822. Otto came to the village while his brother Stephen remained on the farm on the west side of Union Street south of Garbutt. Otto Bennett lived at 8 Main Street and conducted a liquor store in the little shop next west, 10 Main Street. The postoffice was kept in the liquor

store during the next ten years while he was postmaster.

On February 4, 1861, the southern states met at Montgomery, Alabama, and organized the new Confederacy. Lincoln became president on March 4th and Fort Sumter surrendered on April 13th. The irrepressible conflict had come, compromise was now futile, political disagreements disappeared, and the people enthusiastically supported Lincoln after Fort Sumter was attacked.

Dr. C. F. Willett, listed as a physician in the 1869 county directory, was practicing in the village in the early sixties. His residence was No. 24 Main Street (now owned by the Hortons). He is mentioned in George Slocum's diary of 1862.

After practicing medicine in the village since 1836, Dr. Peter McNaughton entered the service of his country in 1862. In the army he contracted a fatal disease.

On February 5, 1862, the Canal Collector's office in Scottsville was abolished and on May 8th, F. X. Beckwith was appointed Superintendent of the Genesee Valley Canal.

During the year 1863 Ellis McQueen built the brick building on the south side of Main Street for a hotel, which he called "McQueen's House." (It is now Slocum's Hardware Store.) McQueen was a practical miller and worked in the village mills.

In the same year John Mains exchanged his home at No. 34 Rochester Street with John N. Miller for the American Hotel (now the Oatka Hotel).

William Keys, the father of William T. and John Keys, was born in Prescott, Canada, in 1835 and came to Scottsville in 1863. He was a shoemaker and had a small shop in his home on Main Street (now the home of Mrs. Marshall).

The little frame building on the west side of Church Street that was used for a church by the Presbyterian Church of Scottsville was at this time taken over by G. Henry Smith Rogers, son of Harris Rogers. He was a produce dealer and wool buyer. Rogers occupied the building until 1875.

In April, 1863, Luke Marvin's planing mill on the raceway was destroyed by fire.

Joseph Quincy was born in Wexford, Ireland, in 1819. He emigrated to Canada and later came to Scottsville. A carriage painter, he worked for F. X. Beckwith when the latter had a paint and furniture store where the Salyerd building now stands. Later he worked for Patrick Rafferty and for Rafferty Brothers.

In this period Mr. Fort, the father of Mrs. George Slocum, was associated in the coal business with Mr. George Slocum.

John Morehouse closed his general store in 1862 and moved to Rochester. He had been a merchant for eight years at No. 18 and 20 Main Street.

A man named Woodruff had taken over the Eagle Hotel from Merritt and on March 27, 1863, Woodruff left the hotel. He was succeeded by S. C. Mason.

Dyer D. S. Brown enlisted in the army in the same year as a paymaster with the rank of major, but illness forced him to resign in 1864.

In the town election on March 1, 1864, the Democrats elected Donald McNaughton supervisor. He was re-elected in 1865, 1866 and 1867.

Sometime between 1863 and 1865 the Catholic Church built the addition in the rear of the church and installed an organ. Father J. V. Donohoe was pastor of the church when the sacristy was built.

Whitman G. Ashby came to Scottsville as a young man to work at his trade as a painter. He was a good scholar as well as a fluent speaker, and finally studied law in the office of H. H. Woodard. Ashby was admitted to the bar in 1864 and practiced law in the village for the remainder of his life. In 1865 he purchased the house that Hanford built on the site of the Scottsville Free Library. On the east side of his lot, Ashby built a small law office.

In the presidential election of November 8, 1864, the first district, including the village of Scottsville, cast 213 votes for Lincoln and 104 votes for McClellan. Samuel Scofield was elected County Treasurer.

James Robinson, who had been running an express to Rochester and to the Erie Station, sold his business to J. B. Lewis. Lewis retained it only for a year and sold it to Shaw.

At this time H. F. Colwell & Company operated a lumber business on the Genesee Valley Canal on Canal Street, just north of the feeder gates. Canal Street extended east from Rochester Street between the residences of Mrs. Anne Woodward and Frank Mathews and for about four hundred feet parallel to the feeder and the canal. The name of the old Canal Street, parallel to and west of Church Street, was changed to Race Street sometime after the canal was in operation.

In the "sixties" Joseph Weingand was the village undertaker; he was also a cabinet maker, a necessary adjunct to undertaking in the earlier days. His advertisements stated that he was a dealer in ready-made coffins, caskets and cabinet ware. His shop was in two-story brick building on the north side of Main Street next west

of the raceway. At the rear of the brick building was a frame addition where Weingand lived. Both buildings were taken down in the early 1920's.

After his return from the army, D. D. S. Brown purchased the Rochester Democrat and on January 1, 1865, took possession of the plant. Mr. Brown was president for nearly two years when he retired, although he retained a financial interest in the concern.

In the great flood of March, 1865, all the Genesee flats—as far as one could see from Scottsville—were under water. All the bridges on Oatka Creek from LeRoy to the Genesee River were carried away or rendered impassable. Water did great damage to the flour and plaster mills. Benjamin Carpenter's warehouse, which stood on the bank of the canal on the east side of the "island," was carried down the canal to the field east of Genesee Street. The flood swept away all the lumber on Colwell's dock on the canal. For more than a week Shaw had to take his passengers to the Scottsville station on the Erie Railroad in boats.

The lock-tender's house was located on the "island" and at this time George Muir was the lock-tender. He kept a small store in his house in connection with lock tending. Muir was also a carriage painter.

There was great rejoicing in the village on April 10, 1865, when the news of Lee's surrender reached the village. Four years of bitter warfare, that had brought sadness to many homes in Wheatland, were over at last. In the war to preserve the Union there was no distinct company or organization raised in the town. Men enlisted in every branch of the service, infantry, cavalry, artillery, and the navy, and most of them enlisted before large bounties were offered as an inducement. (See Appendix No. 21 for complete list of names of the men who served in the Civil War from the town of Wheatland.)

During the latter part of the Civil War the government made four drafts to fill depleted ranks; July, 1863, and March, July and November, 1864. In the draft of July 1863, none was taken from the Town of Wheatland because the town had furnished more than its proportion of men. In the draft of 1864, sixteen names were drawn from the wheel. They were as follows: George Cate, Isaac Budlong, Henry W. Chapin, Myron Miller, Joseph Woodgate, Daniel Stewart, Darwin Shadbolt, Daniel Smith, John G. Faulkner, Joseph Carson, Benjamin Warren, Walter Irvine, Ethan Davis, Thomas Flinn, Andrews McCombs and Anthony Frome.

George Cate reported for service and was assigned to the 140th,

which was a Monroe County Regiment. After a few months he was taken ill and died in the Annapolis Hospital.

Budlong, Chapin, Miller and Woodgate secured substitutes, and the rest commuted service by the payment of \$300.00 each in accordance with a rule by the War Department.

When the third draft call came, the people in the town, by voluntary subscription, raised the necessary amount of money to meet the town quota.

Then when the fourth draft call came, the Town Board was authorized to issue town bonds in order to obtain the necessary funds to fill the town's quota. Bonds of the Town to the amount of \$10,800.00 were issued, upon which \$1,400.00 in interest was paid, making the total cost to the Town of Wheatland \$12,000.00 to fill the last call of the government for troops.

During the late "sixties" John Scott was a merchant tailor in the village. In the 1869 County Directory is listed Scott and Sons, tailors. He had four sons, John, James, M. B. and William H. Scott. At one time he lived in a little house on the west side of Rochester Street. This house was removed to make room for William T. Keys residence.

"Major" John McVean, son of the pioneer John McVean, retired from farming in 1866. He moved from his farm on North Road to Scottsville with his daughter, Mrs. Mary Fraser, and bought the house on the east side of Rochester Street opposite Main Street, now the home of Mrs. Byron Losee. He left his farm to John J. McVean.

The three hotels in the village all changed hands and we find John Stringham in the American Hotel, A. H. Robinson in the Eagle Hotel and Malcolm McVean had taken over the McQueens Hotel.

In order to build a new and larger school, it was again necessary to increase the size of the school district. At the school meeting on July 12, 1867, against the wishes of the people living in the school district south of Oatka Creek, it was united with District No. 1. In the following year it was voted at a meeting on May 8th to purchase the lot north of the Presbyterian Church as a site for the new school house.

On November 6, 1868, George Hahn sold his blacksmith shop on the south side of Main Street to Samuel McConkey, who came to the village from Garbutt. Shortly after he took possession his younger brother, Ephraim, came from St. Lawrence County, to learn the trade from him. James Quinlan had his blacksmith shop

next west of McConkey and there was just enough space between the shops to permit a stairway to ascend to the harness shop of Andrew Meehan, over the shop of Quinlan.

William Carson was a blacksmith whose shop was located in the narrow lot between Brunner and Kiel's Garage and the raceway. He lived in the house at No. 76 Main Street now the home of Mr. Kiel. In 1867 he moved his blacksmith shop to the front of his house near the street and Patrick Rafferty took over his shop next to the raceway.

Scott W. Skinner was born in the Town of Wheatland in 1844 and served in the Civil War from December, 1861, until April, 1865. After his return he entered the Hahnemann Medical College at Philadelphia, and graduated in 1868. Dr. Scott Skinner began practice in Scottsville, but in May, 1874, he moved to LeRoy, where he died in 1927.

On the corner of Main Street and Canawaugus Road, where the Salyerd building now stands, there were at this time three small frame buildings; the east two were joined together. George Slocum occupied the center store where he sold hardware and stoves, and conducted his tin shop. To the west of Slocum was F. X. Beckwith's shop. On the east corner J. M. Johnson was operating a "tonsonial parlor."

Due to increased business George Slocum purchased the frame shop to the east of his store from F. X. Beckwith and joined it to his store in 1868.

Whitman Ashby practiced law in the village and in March, 1868 was elected supervisor of the Town of Wheatland.

Scofield and Carson had a carriage shop on the south side of Main Street directly opposite the homes of Mrs. Marshall and Mrs. Grass. In 1868 George Slocum had a carriage made in this shop at a cost of \$150.00.

A meeting was held in Robinson's hotel on January 9, 1869, when it was voted to build a new bridge across Oatka Creek.

In the town election in March Volney Brown was elected supervisor over George Kelly by a majority of 124 votes.

Sometime during the late years of the decade Henry Colwell and Paul Austin opened a store for the sale of groceries and provisions under the name of Colwell and Austin.

Dennis H. Scanlon also opened a store on the east corner of Race and Main Streets. His advertisements declared that he sold general merchandise, liquors, groceries and drugs.

The frame house built by Samuel and Isaac Cox on the east side

of Canawaugus Road had come into the possession of Isaac Budlong. He was a farmer and became interested in cattle. He bought western cattle in large numbers and grazed them on the Genesee flats for fattening and shipped them to New York. In 1869 he remodeled the house, which tradition says was a beautiful post-colonial house, to conform to the new modern Victorian Style.

A group of men organized a club in the village to discuss religious problems. They met Sunday afternoons in a room over H. H. Miller's marble shop. The organizers were Professor Stewart, Major McVean, W. H. Hanford, W. G. Ashby, H. W. Hyde, Mathews and George E. Slocum.

During the later years of the "sixties" Harvey Hyde had a cooper shop on the south side of Scott Crescent at the end of the section that runs at right angles to Main Street. Hyde made flour barrels in this shop until it came into possession of the Freidels in 1886.

Garbutt's plaster mill was just east of Hyde's cooper shop. It was still a busy place; all winter the farmers hauled the mined gypsum blocks from Garbutt, and as soon as the spring thaws would turn the millwheels, the grinding would begin. Most of this plaster was shipped by canal boats for use on the farms as fertilizer.

There had been talk about a new railroad to the coal fields of Pennsylvania before the war started. Inflation increased prices, but the increase in the price of coal from about six dollars a ton in 1863 to thirteen dollars a ton in 1865 in the village and seventeen dollars a ton in Rochester, brought even greater demands for another railroad. Meetings were held in Rochester and in the villages to the south of the city, in regard to building a new railroad from Rochester direct to the coal region. Those in favor of a new railroad argued that secret agreements between the Erie Railroad and the coal companies caused the high coal prices, and that a competitive railroad could bring coal to Rochester at \$4.50 a ton. D. D. S. Brown, Oliver Allen and Donald McNaughton were active in promoting the prospective railroad. In 1869 the Rochester & State Line Railroad Company (now the Baltimore and Ohio Railroad) was incorporated, but actual construction did not start until 1874.

The river bridge between the towns of Wheatland and Rush was condemned and closed March 2, 1869. An iron bridge with a span of 230 feet replaced the old wood bridge. The bridge was built by a Detroit firm under the supervision of Mr. DeGraffe at a cost of \$12,000.00.

During the year 1869 the new brick school house was built on Browns Avenue at a cost of \$15,000.00, but it was not occupied

until early in 1870. Charles Ellis, who lived in the Shadbolt-Krenzer house on Quaker Road, was the architect. The old school house on Genesee Street was sold for \$520.00 and has been used for residential purposes since that time.

The old school on Genesee Street gained quite a reputation scholastically. The principals who had charge of the school were Asa Baker, Carmi C. Olds, A. M. Watson, Nathaniel A. Woodward, Morris W. Townsend, Alfred McPhail, Mr. Willey, John E. Niles, Sheppard Gleason, D. C. Rumsey, William E. Cook, Franklin R. Garlock, Reuben Huff, Sidney A. Luce and Paraclyte Sheldon. Five of these men entered the Methodist ministry, three the profession of law and one became a journalist. Morris W. Townsend became a physician of note in Bergen, and Franklin Garlock, a physician in Orleans County. Gleason enlisted as a lieutenant in the old 13th Monroe County Regiment, rose to the rank of a Colonel and died in the service.

The list of women teachers is incomplete but among the number were Mary Thorn, Mary J. Halsted, Ann Buttolph, Sarah Tarbox, Anna Nixon, Jerusha Clark, Sarah Allen, Alevia Burdick, Helen Hurlburt, Clarinda Chapin, Mrs. Willey, Mary J. McKelvey, Minerva Cutler, Kate Kiley and Theresa Zimmerman.

The County Directory of 1869 contains the following information about the Town of Wheatland; the population of the town in 1865 was 2,675, a decrease of 141 since 1855; there were nine school districts, employing thirteen teachers; it had a school population of 919, with 803 attending school; amount spent for school purposes during the year ending September, 30, 1868, was \$11,099.21.

Joseph Brown was a boot and shoe maker, who had his home and shop at No. 84 Main Street.

Albert Rowe also had a store at this time in which he sold groceries, dry goods, hardware and watches.

Patrick Rafferty was in the carriage making business and his small shop was located on the west corner of Race and Main Streets.

Throughout the decade Achard continued to conduct a store in the cobblestone building, and Rogers brothers were running a store in what is now the firehouse building.

Chanler P. White had been a harness-maker in the village since the "thirties" and was at this time living in the house on the west corner of Church Street and Main Street.

One of the village tailors was John Croft. He came with his parents from England and first lived in Canada. In 1848 he came to

Scottsville and at this time lived at No. 78 Main Street.

Dr. Thomas A. Carson, a physician and surgeon, practiced in the village for a few years. He lived on Second Street.

During this decade John Annis, George Cumber, John Hollenbeck, John Munson, Sherman Rogers, Lawrence Shadbolt, David Smith, Abram Zimmerman and Talcott Wells found employment in the village as carpenters; Tyler T. Baker and Alfred Elphe were carriage painters.

(For the retail costs of food and materials see Appendix No. 22.)



# SCOTTSVILLE

## CHAPTER IX

1870-1879

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**T**OWARD THE END of his first term Grant was faced with a revolt in his party. Many people were disgusted with the continuation of the policy of vengeance toward the South, corruption in politics, and the mania for speculation. The people were shocked by the exposures of the "Tweed Ring" which had plundered the city of New York on a scale unparalleled in history.

The Alabama claims were settled with England by arbitration in 1872 and the settlement came just in time to halt the threatened revolt in the Republican party. Grant was nominated for a second term; Greeley was the Democratic Nominee. After a campaign of unusual bitterness and slander the Republicans won a crushing victory. A new labor party called, the "National Labor Reform" party, entered the campaign but received less than 30,000 votes.

In the fall of 1873 the banking house of Jay Cook & Company of Philadelphia failed, and it marked the beginning of another severe panic. Rapid expansion of railroad lines—25,000 miles in the four years prior to the depression—and the get-rich-quick methods of business, are considered the chief causes of the panic. The next five years were marked by suffering and despair.

To protect itself labor was slowly organizing; it began to exert its strength by strikes as a measure of resistance to the wage cuts of the industrialists.

In 1873 Congress discontinued the free coinage of silver and established the gold dollar as a standard value.

Gold was discovered in the Black Hills of the Dakota Territory in 1874. This was a part of the Sioux Indian reservation and the Indians had to retire before the rush of speculators.

In the summer of 1876 the Centennial Exposition was held in Philadelphia to celebrate the hundredth anniversary of the Declaration of Independence.

The Republicans nominated Rutherford B. Hayes for president in 1876, and the Democrats, Samuel J. Tilton. Tilton received the larger popular vote but he had only 184 electoral votes and needed 185 to be elected president. The electoral votes of South Carolina, Louisiana, Florida, and Oregon were claimed by both parties. Tilton needed only one electoral vote in any one state to be elected, whereas Hayes needed all the votes of the four states. Congress appointed an Electoral Commission composed of five senators, five members of the House of Representatives and five justices of the Supreme Court. After organizing, the commission consisted of eight Republicans and seven Democrats. By a vote of eight to seven they decided all the electoral votes of the four disputed states belonged to Hayes and he became the next president.

Although Hayes was an able administrator, his whole administration was marred by suspicion that his election was secured by unfair tactics. He tried to establish better relations between the North and South and one of his first political acts was to withdraw the remaining Federal troops still supporting the carpet-bag governments of South Carolina and Louisiana. President

Hayes' decoration of the graves of the Confederate soldiers at Chattanooga on Memorial Day 1877 did much to help heal the wounds caused by the war.

Alexander Graham Bell invented the telephone in 1876.

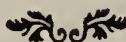
By 1879 the United States was the greatest grain exporting nation in the world, shipping to foreign countries more than one hundred and fifty million bushels during the year. The ever-increasing number of farms, from 2,600,000 in 1870 to more than 4,000,000 by 1880, produced an expanding market for the eastern manufacturers.

Farmers became active during this decade, organizing granges and farm societies. By 1876 their societies numbered nearly 10,000 with nearly a million and a half members.

The Bland-Allison Silver Bill was passed over Hayes' veto in 1878. This bill provided that the Secretary of the Treasury shall buy not less than \$2,000,000 nor more than \$4,000,000 worth of silver bullion each month to be coined into silver dollars.

This decade marked a period when many of our state universities were founded and many private colleges and universities were endowed.

The trend of big business was toward larger and larger companies. Huge industrial plants were developed. It was the time when Astor, Vanderbilt, Gould, Rockefeller, Carnegie and Hill were forming their business empires.



**G**REAT SOCIAL and economic changes were introduced in these years. It was a period that witnessed a low in political scandals and frauds, the ending of the reconstruction period, and the beginning of a new industrial age.

Early in the year 1870 the new school on Browns Avenue, completed in the fall of 1869, was opened. The first principal was Mr. Phitts. After a few months he was succeeded by Mr. Comford, and before the first year was completed Mr. Comford was replaced by Arthur Slocum.

The Methodist Church was completely remodeled under the direction of the pastor, Rev. E. S. Furman. The beautiful old post-colonial front was disfigured by the building of an entrance and tower in the Gothic Revival style. The first floor was raised three feet, the old balcony removed, and stained glass windows were installed. An extension was also added on the rear. The improvements cost more than \$3,000.00.

At the town meeting held March 1, 1870, T. R. Sibley was elected supervisor over Volney Brown by a majority of 28 votes. Sibley lived on a farm purchased from William Welsh in the same year. This farm, located at the west end of the village on the Scottsville-Chili Road, is now known as the Hanford farm.

About 1869 or 1870 John N. Miller sold the house built by

Elijah T. Miller, in the rear of the lot next west of the Scottsville Grill, to Hugh Clark. For years there had been located in front of this house and immediately west of the Scottsville Grill a small frame building housing Chandler White's harness shop. The post office was located in the building when David Lewis, John Croft, Earl Slocum, and Mrs. Bridget Scanlon were postmasters. Hugh Clark then erected a two-story frame building between this small building and what is today Powers Lunch Room, and opened a butcher shop.

During the year George E. Slocum completely remodeled his home at No. 32 Rochester Street. Andrew J. Warner of Rochester was the architect; Sherman Rogers, Abraham Zimmerman, McPhillips, L. Shadbolt, H. Bickford and Daniel Smith were craftsmen employed by Slocum.

William H. Hanford, a prominent business man in the village for the past twenty-five years, left for Washington, D. C., where he accepted a position in the Patent Office.

During 1870 and 1871 The third Assembly District of Monroe County was represented in the Legislature by Volney P. Brown. He lived in the cobblestone house on the corner of North Road and the Riga-Mumford Road where he also operated a large farm.

Soon after Peter Sheffer I bought the farm of Indian Allan, he planted apple seeds and raised the first apple trees in the town of Wheatland and probably the first apple trees west of the Genesee River. Most of the farmers planted apple trees but only for their own consumption. Apple butter, baked apples, and apple cider were common in nearly every home. But in the "seventies" a market for apples was found in the large eastern cities and great quantities of apples were sent to New York City on the Erie Railroad. For a number of years it was a lucrative business for the farmers as well as the coopers who made the barrels in which the apples were shipped.

Patrick Rafferty, a wagon and carriage maker, retired from business in 1871. He was succeeded by his two sons, William and Thomas Rafferty, born in Scottsville in 1842 and 1844. At this time there were four small frame shops on the north side of Main Street between the raceway and Race Street. Patrick Rafferty occupied the two small frame shops to the east and Carson, the blacksmith, was located in the two frame shops next to the raceway. A few years later the Raffertys purchased William Carson's shop, and occupied all the buildings from Race Street to the raceway.

Otto Bennett was replaced as postmaster by John Croft in De-

cember, 1871. Croft was a merchant tailor in the village and his shop was in the building next west of the Scottsville Grill. He also kept the post office in his shop. Otto Bennett continued to conduct his liquor store at No. 10 Main Street.

Romanta T. Miller, Sr., son of Elijah T. Miller, was born in 1843. He enlisted in 1861 in Company C, 4th N. Y. heavy artillery, and while with Grant's army was wounded and taken prisoner at Ream Station. After his return and marriage to Etta Fraser, he lived for a few years at No. 10 Rochester Street where Romanta T. Miller, Jr., was born. In 1870 Romanta, Sr., and family, moved to "Fraser Farm" on South Road. This was the pioneer homestead of Mrs. Miller's father, James Fraser, one of the Scotch settlers, Mr. Miller immediately began the construction of the brick house on the corner of South Road and Bowerman Road. Isaac Loomis, a prominent Rochester architect, had charge of building this house.

Late in the "sixties" Dr. Jacob I. Denman opened his office at No. 24 Main Street (now Horton's store) and lived in the residence in the rear of the office. He practiced medicine here until his death in February 1880.

The Scottsville Literary Society was organized in December 1871 at the home of Mrs. Mary M. Fraser on Rochester Street (now occupied by Mrs. Losee). The charter members were Rev. T. A. Weed, George E. Slocum, Romeyn T. Sibley, Lydia Slocum, Annis W. Sibley, Prof. D. L. Stewart, Jane A. Dorr, Eleanor Dorr, Kate McNaughton, and Mary M. Fraser. This society continued for more than forty years and the village benefited by its existence. It may be of interest to record one of the articles of its constitution: "Its officers shall consist of a President, Secretary and an Executive Committee of three. The President shall be elected at each meeting to preside at the next. The Secretary, whose duty it shall be to keep a record of the proceedings of the Society, and, if occasion require, act as its financial officer, shall be elected for a period of six months. The Executive Committee, who shall be appointed at the last meeting of each month, shall report at each meeting a program of proceedings for the next."

During the year 1871, Mrs. Mary Fraser remodeled her home at No. 2 Rochester Street and built the brick front section. Isaac Loomis was also the architect for this work.

At this time Samuel Blackford was operating the old Hanford mill. Joseph Brown, who had been conducting a shoe repair shop in the frame building next east of the present firehouse, left Scottsville and settled in Avon. Lavina Brown sold the building to Colwell

and Austin.

After operating a general store in the cobblestone building for sixteen years, Charles L. Achard sold his interests to William E. Rogers in 1873.

In the same year Herman H. Miller died and his widow sold his marble business on the east corner of Main and Church Streets to William A. Williams.

For a number of years the attendance at the Quaker Church on Quaker Road had been gradually decreasing. The last meeting in this building was held in 1873 before the building was closed. It was then used for residential purposes until 1937. The Orthodox Quakers for a few years continued to hold services in the small frame building they erected in 1857 on South Road and then they also closed their church. It came into the possession of Frank Cox and was used by him as a hay barn. Although the Quaker societies have long passed out of existence, these industrious, honest, freedom-loving people had much to do with the development of the town of Wheatland and they left their impression upon the locality.

The Catholic Church in 1873 purchased from T. R. Sibley the land for the new cemetery, for the sum of \$970.00.

The Odd Fellows Scottsville Lodge No. 371 was organized in December, 1873. The rooms above William A. Williams marble shop were used for meeting rooms. The charter members were M. R. Ballentine, H. P. Shaw, Byron Rogers, A. H. Robinson, C. M. Palmer, J. S. Warner, J. I. Denman, E. B. Scofield, Jacob Green, J. F. Moon, W. C. Grass, Adelbert Widner, William Penning, A. L. Widner, J. E. Seeley and George Rosa.

Soon after graduation from the Buffalo Medical School in 1874, at twenty-one years of age, Dr. William J. Howe came to Scottsville and began his medical practice, which continued until his death in 1927.

One of the early dentists in the village was J. I. Rowe. His office was in the little brick building west of the cobblestone store where he practiced between 1875 and 1880.

George H. S. Rogers, who for many years was a wool buyer and produce dealer in the "little church" building at No. 3 Church Street, died in 1875. The building was acquired by Myron Miller a year later and he built the addition to the rear. Miller then rented the building to Alfred Horton who conducted a produce business.

Earl Slocum succeeded John Croft as postmaster in 1875 and

was followed by Otto Bennett in 1877. The following year Earl Slocum was again made postmaster, and was again succeeded by Otto Bennett in 1880.

Soon after the war promoters proposed a railroad to extend south of Rochester to the coal fields in Pennsylvania. In 1872 the town of Wheatland issued bonds to the amount of \$70,000.00 to aid in its construction. D. D. S. Brown, Oliver Allen, and Donald McNaughton were again active in promoting the railroad. Mr. Allen was vice-president from 1869 to 1876 when he was elected president, and served in that capacity until the reorganization in 1880.

Work on the railroad was begun in 1873 and progressed rapidly since there were no great engineering difficulties to overcome until the foot-hills of the Alleghany Mountains near Warsaw were reached. In spite of the financial panic of 1873 the Rochester and State Line Railroad was opened from Rochester to LeRoy in 1874. For the next two years little work was done because railroad bonds and stocks were unsalable at any price. But as industry revived and railroads were showing increased earnings, work was resumed in 1876 and the railroad completed to Salamanca in 1878. On May 15th there was a big excursion to Salamanca and large crowds attended the festivities. Ten years of work saw the completion of the railroad. The board of directors had labored faithfully and given their time and money, and this was to be their only reward.

The first locomotive was built by Brooks of Dunkirk, N. Y., it was named "Oliver Allen" after the man who had worked zealously in the interest of the railroad.

In 1874 the rolling stock consisted of one engine and a boxcar to operate. When necessary, chairs were placed in the boxcar for passengers. Cars were often borrowed from other railroads. At one time when the railroad was being sued, all the real property the sheriff could obtain was the engine, which he locked up with chains.

Many miles of the State Line Railroad bed were built up with gravel from the old John C. McVean farm. The farm at that time extended west of the railroad between North Road and Scottsville-Chili Road. After the cars began operating from Rochester to LeRoy, the mail, which had previously been taken to the Erie Railroad station in Rush, was carried by the Rochester and State Line Railroad. A new street, Maple Street, was opened up from Browns Avenue to the station to make the station more accessible to the village. The old station was located about three hundred feet north of the present one.

The cobblestone store was acquired by William J. Cox in 1876

and here he conducted a general store for eight years.

After the Tompkins Lodge ceased to exist in the late "thirties" there was no Masonic lodge in Scottsville until January, 1875, when a dispensation was issued. A charter was granted in June to Oatka Lodge No. 759. The meetings were first held in the Odd Fellows Hall over William A. Williams' marble shop on the east corner of Main and Church Streets. Soon these quarters were abandoned in favor of the hall over Neafie and Shadbolt's store (now Hart's store). The charter members of the lodge were John C. Hill, Napoleon B. Jones, T. Romeyn Sibley, George E. Slocum, Benjamin S. Warren, George E. Muir, Thomas A. Carson, Earl H. Slocum, Myron H. Pope, George Rosa, David B. Hitchcock and James S. Warren. John C. Hill was the first Master of Oatka Lodge.

In the fall of 1877 two apostles of temperance held revival meetings in the village. In three nights of exhorting, four hundred and thirty people signed the pledge and wore the blue ribbon. In the following January a "Citizens Temperance League" was organized to enforce law and order.

Since 1872 B. B. Carpenter had been host in the Scottsville Hotel (now Slocum's store), but in April, 1878, it was sold at the auction and came into the possession of John Mains. During Carpenter's tenure the old Hanford house, next east of the brick hotel, was added. In 1874 John Mains sold the American Hotel (Oatka Hotel) to Abraham H. Robinson. The Eagle Hotel at this time was run by C. C. Merritt.

Earlier in the decade Ballentine, Slocum & Company were organized to make wagons and carriages. The shop was located in the old Hooper tannery buildings on the south side of Main Street approximately where the Legion Building now stands. In January 1878 Ballentine sold his interest to Isaac McPherson without consulting his partners; this transfer proved entirely unsatisfactory to them. The business consisted of a paint shop, foundry, carriage shop and blacksmith shop. It was divided and Isaac McPherson obtained the west shop and Slocum and Lacy the two east shops. Slocum and Lacy continued in business for a short time until George Slocum purchased Lacy's interest and placed his son, Earl, in charge of the business. It was then called the Scottsville Agricultural Works. They made wagons, land-rollers and plows and repaired plow points. The employees were Anthony Nicholson and Joseph Quincy, wagon painters; Stokoe, a wagon maker; Heineman, a foundry man; as well as Rosa, Kyser, Doane, Lawrence and Dutchman. The wages at this time ranged from five to seven

dollars per week.

On August 5, 1878 in the early morning, George Slocum's hardware store, the residence of Mr. Tucker and the barns of Eagle Hotel were completely destroyed by fire. The buildings at the time were known as the Beckwith Block and were on the south side of Main Street at the corner of Canawaugus Road. The Scottsville Hotel was not in use at the time and George Slocum bought the building from John Mains and immediately remodeled the building into a store. It is today the brick section of the LeRoy Slocum Hardware Store.

About five weeks later, on September 16th, the village was visited by another severe fire when the old brick mill built by Carpenter in 1830 was destroyed. The loss was estimated at \$10,000. The mill at that time was operated by Malcolm McVean. Three years before, McVean had hired Isaac Salyerds to supervise the mill. Salyerds, born in Canada in 1851, learned the milling business there. He came to Rochester in 1868 and worked in the mills until he came to Scottsville. After fire destroyed the mill he moved to Garbutt, but returned to Scottsville about 1880.

At the close of the season in 1878 the state abandoned the Genesee Valley Canal for navigation purposes. Although the canal had been in operation since 1840 it had failed to fulfill the expectations of its promoters. Canal transportation could not compete with the railroads, which were carrying larger loads at much greater speed. John McIntire was the last lock-tender; he lived in the lock-tender's house on the "island" where he also ran a small store.

John Adam Dries was born in Germany in 1838 and came to America in 1862. In the early "seventies" he located in the village and worked at his trade of shoemaker. He purchased a lot on the south side of Main Street from Caroline Carpenter in 1878 and built a small shop.

At this time David A. McVean also had a boot and shoe shop where the postoffice is now located. Neafie and Shadbolt were in the building next west.

William Keys, Sr., in 1879 purchased from Arden Miller the property at No. 42 Main Street, now occupied by Powers Lunch Room. Here he ran a boot and shoe shop for thirty-seven years until his death in 1916.

Sometime during the latter half of the decade, H. F. Colwell took over the interests of Mr. Austin. The firm of Colwell and Austin conducted a general store in what at that time were two separate one-story frame buildings where Mahle and Krenzer and

the Kennedy Dry Cleaners are now located. During 1879 Colwell made extensive alterations, joining the two frame buildings, and adding a second story. The second story, built to serve as a meeting hall, was called St. Joseph's Hall. An outside stairway on the west side led up to the hall. There was a stage at one end. Dances, plays and music recitals were given in this hall until Windom Hall was opened in 1892. Willard E. Galusha was the builder of St. Joseph's Hall.

H. F. Colwell & Company were also in the lumber and coal business. Their yard was on the "island" at the foot of Canal Street.

In the early days before a fire company was organized, fire was a constant fear. The church bell rang to give the alarm and each householder grabbed up his pail and rushed to the scene of the fire. Bucket brigades were formed to the only water available—wells, cisterns or nearby streams. The first fire company, consisting of sixty members, was formed in the village during the "seventies." It was without equipment except for water buckets.

T. E. Bramble, who had practiced law in the village for two years, moved to Honeoye Falls.

During this decade Martin Rogers continued to run his general store in what is now the firehouse building. He also had a drug department which was in the charge of Joseph Moon. Peter Cassidy operated his blacksmith and wagon shop. Francis Weingand continued to run his undertaking business as well as his furniture shop.

Andrew Meehan, Samuel McConkey, Ephraim White, Christian Walter, and J. Quinlan all conducted their shops through the seventies. D. H. Scanlon had his store during this period. Harvey Hyde and John Yawman continued to run their shops too, but William A. Williams closed his marble shop in 1879.

The supervisors of the town of Wheatland in the "seventies" were as follows:—T. R. Sibley was elected in 1870 and 1878; Donald McNaughton in 1871, 1872, 1873 and 1874; Philip Garbutt in 1875, 1876, and 1879; and J. Julian McVean in 1877.

In the "seventies" there was a limekiln in operation on the farm which was owned at that time by E. Scofield. It was located about two thousand feet south of the house now occupied by Dr. Boylan on the North Road. The limekiln was built against a steep embankment so that the wagons bringing the limestone could dump the rock from the top of the bank. The kiln was built of alternate layers of limestone and logs of wood. It was then set on fire. After cooling, the lumps of lime were picked out.



# SCOTTSVILLE

## CHAPTER X

1880 - 1889

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ALTHOUGH President Hayes deserved to be re-elected in 1880, his independence of machine and party politics made his renomination in Chicago impossible. The Republicans nominated James Garfield of Ohio and the Democrats General Winfield. Garfield was elected.

On July 2nd, while entering the railroad station in Washington, President Garfield was shot. He died on September 19th. The following day Vice President Arthur was sworn in as President.

In 1881 a railroad had been completed from New Orleans to the Pacific coast and by 1883 the Northern Pacific had completed its tracks from Duluth to Portland, Oregon. This made four railroads that spanned the west to the Pacific.

Immigrants continued to pour into the United States and in a single year, 1882, nearly 800,000 came to make new homes in America.

In order to abolish the spoils system which had become a national scandal and disgrace, Senator Pendleton of Ohio introduced a bill to discontinue the custom. The bill was passed in 1883 and became known as the Civil Service Law. It authorized the President to appoint a Civil Service Commission of three men. Examinations were to be held and appointments to be made upon the basis of merit. Blaine was nominated by the Republicans in 1884, but the reformers within the party were opposed to him. The Democrats nominated Grover Cleveland, governor of New York, and after a bitter and disgraceful campaign he was elected president, the first Democratic president since the Civil War. The election drew the North and South together with a better spirit of friendship.

Although the president was a Democrat, the Senate remained Republican, so it was impossible for Cleveland to push through any important legislation.

President Arthur's administration was fairly free of labor troubles but, the growth of organized labor during his administration was very rapid. During 1886 there were labor troubles. The Haymarket Square riots in Chicago were the most serious. Upon the recommendation of President Cleveland a bill to establish a commission of arbitration to settle labor disputes was introduced but it failed to pass. However, the states of New York, Iowa, Kansas, and Massachusetts passed such laws.

In order to curb the increasing power of the railroads and to halt their abuses, Congress passed the Interstate Commerce Acts in 1887. It provided that the President appoint a commission of five members with power to supervise and regulate the railroads. Special rates, rebates, discriminations between persons and places, and other special favors were prohibited.

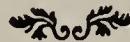
The Democratic Party renominated Cleveland in 1888, and the Republicans nominated William Henry Harrison. The campaign was conducted almost entirely on the tariff issue. Harrison was elected, although Cleveland's popular vote exceeded Harrison's by more than 100,000.

The rapid development of the West due to the transcontinental railroads made possible the admission of North and South Dakota, Montana, and Washington in 1889, and Idaho in 1890.

During this decade very little progress was made in political matters, but the industrial growth was one of the most remarkable in the nineteenth century. Industry was fairly well re-established in the South by 1880, despite the destruction during the Civil War.

New inventions in the "eighties" made possible the great expansion on the farm and in the factory. The gang-plow, the self-binder, the Bessemer process of making steel, the air-brake, and electric street cars, all helped to make this one of the greatest decades of technological advance.

During these ten years our total wealth increased from 43 billion dollars in 1880 to 65 billion dollars in 1890. The products of our mills and factories increased from 5 billion dollars to 9 billion dollars; and the number of wage-earners from 2,700,000 to 4,300,000. But the consolidation of the factories into fewer and fewer establishments and at the same time the tremendous increase of their capitalization were arousing more and more protests.



**O**N JANUARY 29, 1880, Otto Bennett was appointed postmaster to succeed Earl Slocum. Bennett again moved the postoffice to his liquor store at No. 10 Main Street.

We read in George Slocum's diary that he let Dorr have the hall above his brick store for a dancing school, for twelve nights, for which Slocum received twenty-four dollars rent. The diary also states that he made an agreement with Mr. Rosa to work for him for ten dollars and fifty cents a week.

After the 1878 fire that destroyed Malcolm McVean's flour mill, a stock company was formed, called the Scottsville Milling Company. The company completed the rebuilding of the mill in 1880, and then transferred it to M. C. Mordoff. He opened it in September as a fruit evaporator and cider mill.

Intense interest was aroused during the fall campaigns of James A. Garfield and General Winfield S. Hancock. On October 27th there was a great political demonstration in Rochester and more than three hundred people from Wheatland went to the city to hear General U. S. Grant and Senator Roscoe Conklin. It is reported that the Scottsville band was one of the best in the demonstration. In the election on November 2, 1880, three hundred and forty-two votes were cast in the village and Garfield had a majority of sixty-eight.

Dr. Jacob I. Denman died in 1880. He was a physician and surgeon in the village for more than ten years, and his office was at

No. 24 Main Street. After his death the property was purchased by James H. Kelley who made extensive repairs.

The Genesee Valley Canal was sold to the Genesee Valley Canal Railroad Company in 1880. The company planned to build a railroad following the towpath of the old canal; work on the project was started in the following year. Later the name of the railroad was changed to the Buffalo, New York and Philadelphia Railroad and now is part of the Pennsylvania Railroad. By transferring this property from the state to the railroad promoters, the towns along the railroad obtained another avenue of trade and travel, free of cost, that is, without the necessity of their issuing bonds to aid in its construction.

During the spring of 1882, when the railroad was under construction, the laborers went on strike for an increase of wages. The contractor promised the men an increase and they returned to work. The men were being paid \$1.40 per day and they demanded \$1.50. The contractors did not keep their promise and the men again went on strike, but the strike failed.

Trains started to run from Rochester to Scottsville over the Genesee Valley Canal Roalroad January 6, 1883. Two weeks later the first accident occurred in this vicinity when the engine went through the temporary bridge spanning Oatka Creek. Work was rushed on the road-bed and completed as far as Olean by the end of the year.

The Rochester and State Line Railroad, now the Baltimore & Ohio, was completely reorganized in 1880 and its control passed out of the hands of those who had built and managed it. New York capitalists purchased the railroad and changed its name to the Rochester & Pittsburgh Railroad Company. It was extended to Pittsburgh and became an important coal-carrying route.

Isaac Salyerds returned from Garbuttsville in 1880 and opened a meat market in the little brick building west of the cobblestone store. A year later he purchased from George Slocum the site of his burned-out store on the corner of Main Street and Canawaugus Road. Here he built a new two-story frame building, the first floor of which became his meat market. This building is the east half of what later became the Salyerds' Block.

After Isaac Salyerds opened his meat market, he also built a slaughter house on the old canal feeder at the foot of Canal Street. The slaughter house was destroyed by fire in October, 1884. The adjoining property of G. W. Garbutt and the bridge across the feeder to the island were saved by the firefighters.

Sherman Rogers and Lawrence Shadbolt were the carpenters for Salyerds' building. The following year Salyerds laid a plank walk on the south side of Main Street extending from Robinson's Hotel (now Oatka Hotel) eastward to his meat market.

F. H. Colwell sold his coal and lumber business to E. R. Galusha & Company; his store in the St. Joseph's Hall building was sold at auction. Soon afterwards Anderson and Bow opened a general store in the east half of St. Joseph's Hall building, and William T. Keys, Jr., opened a flour and feed store in the west half.

Dr. William J. Howe was appointed Health Officer in the town of Wheatland in 1881, and he filled this office for thirty years.

A coal and lumber yard was located near the Buffalo, New York and Philadelphia station. In the early eighties it was operated by Dorr and Galusha.

A few years later, in 1886, S. Hobart Dorr advertised in the "Scotsville Union" that he had for sale coal and lumber and that he had a planing and saw mill at the Buffalo, Rochester & Pittsburgh Railroad. He had a vertical saw and James Cox did the sawing for him. This saw mill was destroyed by fire in 1900.

Dorr's office was in a small frame building, No. 7 Main Street. Later it was used by Albert Hart for his harness shop.

In April of 1882 W. M. Rogers' store, located in the brick building that today houses the fire department, was sold at auction. Mr. Rogers retired to his farm on the west side of the village.

A village newspaper was started in 1880, called the "Scotsville Spectator," but lack of support necessitated its suspension the following year. The paper was then purchased by Obrien and Gillette of Honeoye Falls and was published for a short time from that village.

In April, 1882, Fort Slocum, son of George Slocum, was admitted to the bar and he opened a law office in Neafie's store. He remained in the office for about a year, when he entered Beckley's law office in Rochester.

For about a year Harlan Wheeler ran a general store in the brick building now occupied by the village firehouse. He closed up his establishment in April, 1883, but the store was reopened by Mrs. Shadbolt two months later.

On June 24, 1883, at the age of ninety-two, Dr. Freeman Edson died after a remarkable career of almost seventy years of service. Dr. Edson was a strong, rugged man of untiring energy. He was devoted to his patients and profession, a zealous advocate in the cause of education and temperance, and a supporter of any move-

ment to improve the conditions of his fellowman.

Whitman G. Ashby died in September, 1883. He lived in the house built by William Hanford on the site of the present Scottsville Library. Ashby had practiced law in the village since 1864; his office had been in a small frame building that stood in front of his house.

For a short time prior to 1883, David Gray ran the bean house on Church Street. In that year he rented from Harvey Hyde half of his cooper shop and moved his bean business to Hyde's shop on Scott Crescent.

In the fall of 1883, Philip Garbutt was elected to the New York State Assembly and served during the year 1884 and 1885. In the same election, Henry D. McNaughton was elected County Clerk and served through the years 1883 to 1886.

Soon after W. M. Rogers closed his store, Joseph Moon, who was the druggist in Rogers' store, opened a drug store in what is today the west half of the Scottsville Grill. At this time Smith Jones had his shoe shop in the east half of the building. Jones remained there until 1885 when he sold his business to William Murray, another shoemaker.

At 7:30 p.m., on the evening of September 17, 1884, fire destroyed the old frame flour mill, then owned and operated by S. H. Holmes of Syracuse. There was little grain in the mill at the time, but John Yawman had about one thousand barrels stored on the top floor, only one-quarter of which were saved. This was the old mill built in 1816 by Donald McVean and run for many years by Abraham Hanford.

Samuel Holmes purchased the "mill house" from McConkey and was living in it at this time.

William J. Cox retired from the cobblestone store in 1884 and went to California. He rented the store to Sternberg and Inman, who continued to operate a general store until 1886, when Budlong and Warren took it over and ran it until 1889.

For several years Isaac McPherson continued to make and repair wagons and carriages in his shop where the American Legion building now stands, but his business declined and the shop was closed. Duncan McPherson took over the building and remodeled it into a rollerskating rink. The rink was opened to the public October 29, 1884, but it was not a financial success and in 1886 McPherson abandoned the venture and moved to Dakota.

During the "seventies" the people in the village made several attempts to organize an Episcopal Church. The Rev. Francis A.

Golliat of Avon, and the Right Rev. A. Cleveland Coxe, Bishop of the Diocese of Western New York, officiated at services several Sunday afternoons in 1873 and 1876 in the Presbyterian Church. Evening services were also held there for four consecutive Sunday evenings in the summer of 1878, through the courtesy of Rev. Thomas A. Weed.

During the month of November, 1884, a group of people associated themselves for the purpose of maintaining Episcopal services and erecting a church. St. Joseph's Hall was secured for temporary use, and the first public worship was held November 25, 1884. The first services were conducted by Rev. F. S. Hyde with sixty-eight present. On December 7th, Rev. J. Dudley was engaged for one year. The church was legally incorporated January 12, 1885, the Rev. Henry Anstice presiding. Selden S. Brown, and S. Hobart Dorr were elected wardens, and D. D. S. Brown, James H. Kelly, James B. Lewis, Homer L.S. Hall, M. C. Mordoff, G. Fort Slocum and Seward Scofield were chosen vestrymen. D. D. S. Brown offered the church a site on Browns Avenue which was accepted in May, and ground was broken for Grace Episcopal Church of Scottsville on June 1, 1885.

Charles Ellis, of Ellis Brothers, was the architect for the church, but the design indicates that it was, no doubt, the work of his brother, Harvey. Harvey Ellis later became nationally famous for his work as one of a group of men who were the forerunners of the style of architecture known today as "modern." The cornerstone of the new church was laid June 27 and the first service was held in the church December 18, 1885.

The contractor for Grace Church was J. and C. Finucane of Rochester and the amount of the contract was \$3,925. The furniture was made by the Hayden Company of Rochester.

Sometime during the latter half of the decade, James Carson built a small blacksmith shop on the south side of Main Street where Margaret Brown's store is located. James maintained the shop until the early years of the twentieth century. His brother, Thomas, was also a blacksmith but did not operate a shop of his own. William Carson, the father of James and Thomas, also was a blacksmith. He came to the village in 1833 and was first employed by Michael Sheridan. Later, he had shops of his own and at the time of his death in 1888 his shop was located in front of his house at No. 76 Main Street.

In March, 1885, Anderson and Bow, who ran a general store in the east half of St. Joseph's Hall building, dissolved partnership.

Bow continued to run the store while S. C. Anderson opened a grocery store on the east corner of Main and Church Streets. Anderson had a horse and wagon from which he peddled groceries during the summer months to the farmers who were too busy in the fields to make a trip to the village. This horse-drawn store on wheels often traveled as far as York township. It was customary at that time for some village stores to have "grocery wagons" covering regular routes in the country. They exchanged groceries for butter and eggs.

LeRoy Slocum I, son of George Slocum, born in the village in 1860, was taken into partnership by his father in March, 1885. The name of the firm was changed to G. E. and L. M. Slocum. During the summer of this year General Henry W. Slocum of Civil War fame, and a brother of George E., spent the summer in the village.

Early in the year Samuel McConkey, whose blacksmith shop was located on the south side of Main Street opposite Church Street, sold to the town of Wheatland a small parcel of land forty by forty feet from the northwest corner of his property. On this lot was built a small jail which was often referred to as "Bissell's Inn" or the "pogee." It was located near the street between Clydesdale & Kelly and the old McConkey blacksmith shop. The jail had four cells which were built of two by four inch studs laid flat, one on top of the other, with heavy batten doors held in place with two inch wide iron straps.

Joseph Brown returned to Scottsville from Avon in 1886 and opened a store where the firehouse is located. He advertised ready-made clothing, hats, caps, boots and shoes. His son Edwin was associated with him in this store.

During this year Myron Miller, residing at No. 6 Church Street (now the home of Elbert Carver), made extensive alterations to his house, completely changing the appearance from the Post Colonial to the Victorian style. Talcott Wells was the builder.

James Clark, who lived at No. 41 Main Street, had for a number of years conducted a livery stable. In 1886 he gave up the livery stable and opened a fish and oyster market in the little building Ashby used as a law office.

At the same time Albert Hart opened a harness shop in a small frame building that stood at No. 7 Main Street. This had previously been used by Dorr for his office when he operated a lumber yard and saw mill.

Otto Bennett, who had been postmaster since 1880, was succeeded

by Mrs. Bridget Scanlon in May, 1886. She was the first woman in the village to receive the appointment. She had continued to run the general store after her husband's death, employing John W. Carson as clerk. After her appointment as postmistress, she sold the business to Carson. Mrs. Scanlon moved the postoffice to the little frame building that stood next west of the Scottsville Grill.

Dr. David Starkey, a well known physician who lived in the brick house on the corner of Caledonia Avenue and Chili Road, died in 1886. He had been in practice in the village for many years.

At this time Tunis Sanders started a coal business and also sold phosphates and salt. He lived at No. 3 Rochester Street where James Thurlow now lives. His office was in the south wing of the house.

Another attempt was made to establish a newspaper in the village by John A. Copeland. It was called the "Scottsville Union," and had a short existence from 1885 to 1888. G. B. Chase was editor and publisher after Copeland.

Civil War Veterans organized a G.A.R. post and called it the John McVean Post No. 413 in honor of John J. McVean. His father was an early settler on North Road. David Gray was the commander in 1886, followed by M. McNichols a year later.

In 1886 Peter Freidell and his son, Goodard J. Freidell, purchased the Harvey Hyde cooper shop on Scott Crescent. Dave Gray, who had been using half of the shop for his bean business, moved to the building which recently had been used as a rollerskating rink, on the present site of the Legion building. The Freidels made flour, apple, and bean barrels, and at one time employed seventeen coopers in their shop. Peter Freidell died in 1889, but the business was carried on for many years by Goodard Freidell.

Joseph Moon sold his drug store, today the west half of the Scottsville Grill, to Dr. L. C. Galpin. The latter was born in McGrawville in 1840 and served as a surgeon in one of the army hospitals during the Civil War. James H. Kelly of Garbutt built the two story building at No. 30 Main Street, now Emblidge Drug store, and in 1888 Dr. Galpin moved into this building. Charles Ellis was the architect and Myron Pope the builder. Soon after Dr. Galpin moved into the store he had a telephone installed, the first in the village.

The evaporator plant and cider mill of M. C. Mordoff was sold in 1886 to L. M. Godley & Company. They completely altered and refitted the structure for the manufacture of flour, and increased the capacity of the mill by adding steam power. The following

year a railroad switch was laid from the Western New York and Pennsylvania Railroad on the south side of the creek to a point opposite the Godley Mill. A large warehouse was erected on the south side of the creek. The warehouse was connected to the mill with a high bridge, and for a number of years an extensive milling business was done. Freidell's cooper shop was kept busy making flour barrels for the mill.

The Eagle Hotel was sold by William Ackley in 1887 to Norman Cargill, and it became known as the Cargill House. In the following year Abraham Robinson, who had been conducting the Robinson House (now Oatka Hotel) for the past fourteen years, sold it to Henry Edwards.

D. D. S. Brown died in 1887. For forty years he had been a prominent citizen of the village, constantly working for the welfare of the community. He had one daughter, Mary Lillian, who married Homer L. S. Hall; and three sons, Roscoe, who became a professor of journalism at Columbia University; LeGrand, a civil engineer; and Seldon S., who was elected surrogate.

LeGrand Brown formed a partnership in 1887 with H. L. S. Hall in a coal and lumber business, located near the intersection of Maple and Wyvell Avenues. He was also one of the engineers employed by the city of Rochester to lay the second water conduit from Hemlock Lake to Rochester.

There was great excitement in the village when John C. Neafie went bankrupt. Neafie was a sort of a banker; people entrusted him with their savings which he invested. Consequently a number of people in the village lost their savings.

The commissioners of highways erected a new steel bridge over Oatka Creek on Burrell Road in 1887. It replaced an old wooden structure which was washed away in the floods of the previous spring.

About this time Charles Wyvell was in possession of what was once part of the farm of John C. McVean between the millrace and the railroad tracks. He opened a roadway, Wyvell Avenue, and divided this tract into lots, which resulted in the building of several new houses.

In the fall of 1887 Donald McNaughton was elected to represent the 29th Senatorial district, then comprising the counties of Monroe and Orleans. He served in this office from 1888 to 1892.

In 1887 Dr. J. S. Sampson advertised in the Scottsville paper. He resided at No. 6 Rochester Street, now the home of Mrs. Ann

Woodward, and practiced medicine in the village about two or three years when he moved to Penn Yan.

A Dr. Wilcox practiced medicine in the village a few years. He opened an office in his residence at No. 8 Rochester Street in 1887 (now the home of Frank Mathews). He died three years later. Isaac Van Hooser then occupied the house. He was brought to Scottsville by the L. M. Godley & Company to be their bookkeeper. Van Hooser was very much interested in printing and he soon had a printing press set up in his home.

In January, 1888, Isaac Salyerds became a deputy in the Sheriff's office and Herbert C. Post took over his meat market.

In 1888 Joseph Chambers sold his store in Lima and came to Scottsville, where he took possession of the store vacated by Neafie on Main Street.

At this time Edward Collins was running the bean house on Church Street. F. J. Weingand and Sons ran the Scottsville Marble Works, as well as being the village undertakers. J. Quinlan's and McConkey's blacksmith shops were side by side on Main Street, and Andrew Meehan's harness shop was above Quinlan's blacksmith shop.

The presidential campaign of 1888 caused great excitement in the village. Both Benjamin Harrison and Grover Cleveland had staunch adherents in the town. The Lincoln Club was organized by the Republicans and they erected a "Republican pole" and the Democrats a "Democratic pole" in front of Pat Dickson's. The raising of poles by political parties was a custom of the time. It was accompanied by a parade of the drill team and heightened by political speeches. Hanford Edson spoke at the raising of the "Republican pole." The poles were often forty or fifty feet high and from the top flew the flag. On November 6, 232 votes were cast with a majority of 69 for Harrison. There was great rejoicing and noise making with horns, bells, pans and the usual blacksmith anvil.

In the late "eighties" Vincent Lockland had a bakery in the old house built by William Haynes Hanford on the site of the Scottsville Library. Later he moved to No. 12 Main Street, where he built a large bake oven.

At a meeting held in St. Joseph's Hall on August 1, 1889, it was agreed to celebrate the 100th anniversary of the settling of the town of Wheatland on September 13th. Committees were selected and in a short time they accomplished a surprising amount of work. The day of celebration found Scottsville elaborately decorated from Caledonia Avenue to Brown's Grove, where the exercises

and dinner were held. The day was ushered in by a salute of one hundred guns, and the parade to the Grove began at eleven o'clock. Oliver Allen was president of the day and Volney P. Brown was marshal. The subject of George E. Slocum's address was "Wheatland's Early History." Senator McNaughton spoke on "Western New York's Colonial History."

Throughout the eighties, Peter Cassidy, Ephraim White, Christian Walter and the Raffertys continued in their various enterprises in the village.

The Wheatland men who served the town as supervisors in the eighties were: Philip Garbutt from 1879 to 1883, Charles T. Brown from 1884 to 1886, William C. Page, 1887, 1889 and 1890, and Bennett, 1888.

# SCOTTSVILLE

## CHAPTER XI

1890-1899

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**I**N ORDER to control the industrial giants, Congress passed the Sherman Anti-trust Act on July 2, 1890. "To organize in restraint of trade, to form pools, or establish monopolies" was illegal.

The McKinley Tariff was passed which increased the duties on every article or product that competed with American manufacture, this included articles that had been on the free list. The new tariff was strongly condemned.

To gain the aid of the "silver states," in order to pass the tariff bill, the Sherman Silver Purchase Act was passed. It provided that the government purchase four and one-half million ounces of silver a month, and pay for the silver with treasury notes. This was more than twice the amount of the Bland-Allison Act of 1878. But the price of silver continued to decline.

The mid-term election of 1890 was a complete defeat for the administration. The new House was made up of 235 Democrats and 88 Republicans. The extravagance of Congress, the pension bills and the McKinley Tariff, all hurt the Republican cause.

The Republican convention of 1892 nominated Harrison and the Democrats nominated Cleveland for the third successive time. The Democrats swept the country in the November election.

After the inauguration, Cleveland was faced with a series of difficult problems. Our imports were greater than our exports for the first time in fifteen years. Depreciated silver was accumulating in the Treasury. Business was poor. Cleveland called Congress to meet in extra session in August and asked for the repeal of the Sherman Act. It was repealed in October. It prevented any further purchase of silver and accordingly no more treasury notes were issued. The gold reserves in the Treasury had declined in the past three years and the silver reserves increased.

A panic in the summer of 1893 brought strikes, lockouts and business failures. More than 600 banks closed their doors, railroads failed, and factories closed.

The Columbian Exposition opened in Chicago in May 1893.

In May 1894 the workers in the Pullman Palace Car Company shops went on strike because of a reduction in wages. Interference with the U.S. mails caused President Cleveland to send Federal troops to Illinois to break the strike.

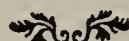
William McKinley was the Republican Nominee and William Jennings Bryan the Democratic Nominee in the presidential campaign of 1896. The Republicans declared against the free coinage of silver, whereas the Democrats demanded free and unlimited coinage of both gold and silver at the legal rate of sixteen to one. In the election McKinley received 271 electoral votes to Bryan's 176.

The Cuban situation had been causing strained relations between Spain and the United States for years. On February 15, 1898, the battleship Maine

was sunk in the harbor at Havana, by a terrific explosion. War was declared against Spain on April 19, 1898.

The Senate barely ratified the treaty with Spain in 1899. Spain ceded to the United States Porto Rico, Guam, and the Philippines. We had also annexed the Hawaiian Islands and Wake Island. We assumed the responsibility for providing an orderly government for Cuba. Many people protested against our venture into what was considered imperialism. Others maintained it was the duty of a democracy to assist oppressed people in their struggle for freedom.

Our export of manufactured goods increased from 18 percent of the total exports of 1890 to 32 percent in 1900. More than 150 new trusts were organized with a capitalization of more than three billion dollars.



**A**FTER THE DISBANDING of the Farmer's Library in Scottsville in 1840, there was no library in the village for fifty years. Through the efforts of several citizens of the village and the teachers of Scottsville Union School, the sum of \$400.00 was collected. Books were purchased for a library to be used by the school and the people of the village.

On March 4, 1890, William C. Page was elected supervisor of the town of Wheatland by a majority of 66 votes.

During the late "eighties" Mr. Chapin of Bennett and Chapin sold his interest in the store to his partner, and the new firm became Bennett & Son. The store specialized in hardware and tinware, but the venture did not succeed and in March, 1890, they closed the doors. The stock was purchased by the Slocum Hardware Company.

William, Jr., and John Keys purchased the cobblestone store from William J. Cox in 1890 and moved their business from the west store in St. Joseph's Hall building to the cobblestone store. The store was conducted by the brothers until John's death in 1941. His brother continued in the business until he retired in 1946.

In June, 1890, Earl Slocum succeeded Mrs. Bridget Scanlon as postmaster.

John Carson moved from his store on the east corner of Main and Race Streets to the store vacated by Galpin. It is now incorporated in the west half of the Scottsville Grill. Carson opened a saloon and liquor store on this site.

After graduating from the Royal College of Physicians and Surgeons Dr. John F. McAmmond came to Scottsville in 1890. He was born in Ottawa, Canada, in 1866. He practiced in the village until his death in 1929.

Dr. McAmmond first had his office over Keys Brothers' store, but later moved to Second Street. After he became a successful practitioner he purchased the house at No. 25 Rochester Street, now the home of Dr. Tenney, where he lived until his death in 1929.

At this time G. W. Gilson was occupying the store in the east side of St. Joseph's Hall in place of Mr. Bow. Gilson remained here until 1897 or 1898 when he moved to Buffalo.

James Clark ran a meat market until 1898 in the little brick building west of the cobblestone store. His brother, Peter Clark, ran a saloon in the small building that stood between the old post office and William Keys' shoe shop (now Powers Lunch Room). He closed his saloon in 1897 and moved to York.

Joseph Chambers was made a partner in his father's store, the name was changed to George Chambers & Son. They reduced the size of the store, retaining what is now the Hart's store and abandoning the east half which now houses the post office. In 1895 they also went in the coal business; their coal yard was near the Baltimore & Ohio Railroad station. Chambers built a railroad trestle, later enclosing it with a roof and frame walls. It was razed still later to make room for the coal silos.

For a short time Vincent Lockland had a bakery in the old Hanford house, where the Scottsville Library now stands. He moved to 12 Main Street, where he built a bake oven. Lockland built a one-story frame building, now the west half of the Scottsville Fruit & Vegetable Store, and moved his bakery to this location early in 1891. Supplying bread for the Lehigh Railroad workers made his business successful enough to warrant the addition of a second story. However, after two years business declined and he was forced to close his shop. The bakery was taken over by Albert Hart, who had a little harness shop next east and Mrs. Hart ran the bakery for about a year.

Ephraim McConkey, a brother of Samuel McConkey, moved to Caledonia in 1891, where he purchased the Drake property. He was in the blacksmith and carriage repairing trade. However, his brother, Samuel, continued to run his blacksmith shop here on Main Street.

At this time John Talcott Wells, Sr., was at the height of his career. He was born in Garbutt in 1843, the son of Moses Wells, a pioneer builder who settled there in 1815. John continued in his father's trade and built and remodeled many of the houses in the town of Wheatland. He was the inventor of the "Wells Truss"

which was used to span large areas in halls and barns. The large auditoriums at Silver Lake and Prohibition Park in Staten Island are examples of his work. His sons, Stephen, John T., Jr., and Nolen followed his trade. A newspaper item of 1891 states that, "Frank Hitchings, Harry Smith, Hugh and John McQuire, Richard Roberts, William Roberts and Alexander Stewart of Scottsville start for New York next Tuesday to assist in building the large auditorium on Staten Island of which J. T. Wells is the supervising architect and builder."

The long-continued high water in the spring of 1892 washed the earth from the abutment on the west side of the bridge on the Scottsville-Henrietta Road. It so weakened the structure that it was condemned and closed to the public.

Early in the year George E. Slocum retired from his business, which he established in 1849 upon his arrival in Scottsville. LeRoy M. Slocum I, who was taken into the partnership in 1885, continued the hardware and stove business in the Main Street Store.

A new firm opened a general store in 1893 in the building used by the fire department. Marion Williams and Frank W. Dunn formed a partnership under the name of Williams & Dunn. The building had been vacated by Joseph Brown when he moved to the village of Avon. The rear half of the firehouse was occupied by James Martin who ran a meat market. Williams & Dunn continued to operate a general store in this location until 1903.

For some years there had been agitation to build a suitable village hall. In 1891 James H. Kelly of Garbutt obtained possession of the old William Hanford house and razed it. Through the efforts of James Kelly, Thomas Brown, Isaac Van Hooser, Seldon Brown and Isaac Salyerds, construction was started on Windom Hall, now the Scottsville Library. Charles Ellis was the architect and Myron Pope, the builder. Windom Hall was opened February 17, 1892, with a reception, dance and supper. February 18th and 19th, the Scottsville Dramatic Club made its first appearance in the play, "Above the Clouds." With the opening of Windom Hall, St. Joseph's Hall was abandoned as a meeting hall. James Tobin used it as a billiard parlor for a short period.

On April 3, 1893, L. M. Godley & Company discontinued their business, but the mill was opened a short time later by the Merchants Bank of Rochester. The Godley Company did a good business but they installed too many improvements for the capacity of the mill. While the Merchants Bank was running the mill it was called the Scottsville Milling Company. A man named Hardy was

the miller. A lamp explosion was the cause of a fire which destroyed the mill January 10, 1895. Charles Zimmerman, an employee, was seriously burned. The elevator adjoining the mill, in which 20,000 bushels of wheat were stored, caught fire and was completely destroyed.

About 1894 Isaac VanHooser obtained possession of the Vincent Lockland building and opened a bakery and ice cream parlor. There was also a place for Van Hooser's printing press. Two or three years later he gave up the bakery and ice cream parlor and changed it to a bicycle repair shop.

For several years Stewart Anderson had been conducting the Scottsville Creamery on Genesee Street East where Mr. Stamm now lives. It was destroyed by fire in 1893 but was soon remodeled by Anderson and used by him as a bean house.

Dr. D. A. Archer came to Scottsville in 1894 and opened an office in the second floor of the Keys Building. He practiced medicine in the village for about four years.

In January, 1894, James Quinlan and Peter Cassidy died. Quinlan was a blacksmith in the village for more than thirty years. His son, Timothy, worked with his father and continued to run the shop after his father's death. Another son, John, was also a blacksmith. Peter Cassidy was a wagon-maker.

During this year Robert Walsh succeeded Earl Slocum as postmaster. The postoffice remained in the small building that stood west of the Scottsville Grill.

It is recorded that in 1894 there were nine school districts in the town, with 715 children attending. Fifteen teachers were employed and they were paid the sum of \$6,084.00 in salaries. In 1835 the town was divided into nine school districts. At that time 780 children attended school.

Francis J. Weingand died in December, 1894. He was a furniture maker and undertaker. His sons, John and George, had been associated with him for a number of years. They were interested also in the marble business and continued under the name of Weingand Brothers.

Dr. Stevenson, a dentist, practiced in one of the rooms in Win-dom Hall from 1895 until 1898.

Soon after the Buffalo, New York and Philadelphia Railroad was completed, James H. Butler came to Scottsville from Catta-augus County as the Scottsville station agent for the railroad. In September, 1893, he opened a hardware store at No. 12 Main Street.

Joseph Brown returned to the village again and located in the

west half of St. Joseph's Hall building and opened a boot and shoe repair shop. He also repaired bicycles. Many of the village stores had wooden awnings or canopies extending over the sidewalks. Over the awning in front of Brown's store was erected one of the old fashioned bicycles. A few years later his shop was moved to the building in which the post office is now located. Here again he placed an old fashioned bicycle over the canopy.

Through most of the "nineties" Mrs. H. M. Tucker had a millinery shop at No. 5 Main Street.

The village firehouse was at this time located in the west half of the Salyerds block. There were three fire companies (or clubs as they were sometimes called), hook-and-ladder, engine, and bucket brigade. Each company had its own uniform. A large hand-pumper engine, a hook-and-ladder truck, and wagon filled with wooden pails and a hose were purchased. Mr. Salyerds was one of the leaders in promoting and supporting the fire companies.

The third bridge between the towns of Wheatland and Henrietta was built in 1895. A steel structure was erected about eight hundred feet south of the second bridge, in line with the Scottsville-Henrietta Road that crosses the Sheffer flats. The cost of the bridge was \$18,000.

On March 3, 1896, occurred the much-discussed election for supervisor. Three hundred sixty five votes were cast; Simon W. McDonald was elected by one vote.

For several years Edward J. White ran a grist mill in the east shed of Freidell's cooper shop. He installed a traction engine on the outside of the shed and ran a belt into the shop to do the grinding.

While William Carver, Sr., was living on the farm on Brown's Road north of North Road, he had been working on improvements for bean harvesting and cultivating machinery. He invented a bean harvester which he started to manufacture. About 1896 he moved to the village and resided at No. 21 Main Street. He established a blacksmith shop on the west side of Race Street where he made bean harvesters and corn and bean cultivators. Tom Marion worked for him. Carver also sold other types of farm machinery and did general blacksmithing work. He continued in business about fifteen years.

In September, 1896, the bicycle path from Rochester to Scottsville was opened and on Saturday the 12th more than 1500 "wheelmen and wheelwomen" arrived in the village over this path. This night was long remembered as one of the liveliest nights in the history of the village. The bicycle path followed the bank of the

old Genesee Valley Canal from the rapids at Brooks Avenue to the intersection of the canal and Scottsville Road near the present location of the Pennsylvania overpass. Where the path entered Scottsville Road a large arch built in the form of a truss was erected by Talcott Wells.

The "nineties" were the years of bicycle clubs. Wheelmen, as they were called at that time, could be seen in groups of fifty or a hundred on cross country runs. The two hotels in the village were favorite stopping places for the wheelmen from Rochester. Throughout the nineties N. B. Cargill was host in the Cargill House, and during the first half of the decade M. M. McVean ran the McVean House (now Oatka Hotel), and in the latter half Henry Edwards ran it as the Edwards Hotel.

In 1897 David Salyerds opened an ice cream parlor in the east half of the Salyerds block where Henry C. Post had his market. Salyerds built a porch extending across the front and east end of the building. His establishment also became a popular stopping place for bicyclists.

Thomas Brown II, son of Thomas Brown I, an early settler in Mumford, died in July, 1897. He had operated a large farm on the Scottsville-Henrietta Road which was once the farm of Peter Sheffer. Although Thomas Brown never accepted public office, he was a prominent politician and a friend of Samuel Tilton and Grover Cleveland.

Later in 1897 Roy McNaughton of Mumford who, with his father, conducted an undertaking establishment in that village, opened a similar business in Scottsville. His business was located in what is now the post office. He remained here two or three years before returning to Mumford.

A newspaper item of October, 1897, states that a stock company was formed to establish an electric light plant. The necessary funds were subscribed through the efforts of Isaac Salyerds.

In the "eighties" and "nineties," well digging and well drilling was a trade. It was the only means in the village and on the farms by which a supply of water could be obtained. Robert Mowson and Mathew Connell were well diggers, and Ellsworth Rogers was a well driller during the "nineties." In 1901 Rogers sold his business to Edward A. Jenkins.

About this time G. W. Gilson, who had been operating a store in the east half of St. Joseph's Hall building, moved to Buffalo. James Clark, who ran a meat market in the small brick building west of the cobblestone store, found his quarters too small and moved

into the store vacated by Gilson. Clark's slaughter house was next to Oatka Creek on Bowerman Road.

The school on Browns Avenue was enlarged in 1898 when the addition on the south side was built. The library and additional class rooms were built at a cost of \$5,000. Charles Ellis was the architect. After the school on Browns Avenue was opened in 1870, the following served as principals: Arthur Slocum, John Drake, W. C. Simpson, Isaiah Hudnut, William Carter, Elmer J. Smith, John J. Morris, George V. Jennings, S. H. Crowder, Philip B. Strong, Merrit Abell, J. T. Pangburn, F. H. Brown, B. G. Wells and W. T. Comfort. The administration of Professor Brown, as he was usually called, extended over a period of fifteen years. He left Scottsville to become principal of a high school in East Syracuse.

Franklin Hanford, the son of William Haynes Hanford, Jr., was born in the town of Chili in 1844 and in his youth the family returned to Wheatland and resided in Scottsville. Franklin Hanford was educated in the village school and the Rochester Free Academy. He was appointed to the United States Naval Academy, as midshipman, in 1862. The age limit recently had been changed from eighteen to seventeen years and Franklin was eighteen years of age. His case was referred to President Lincoln by Congressman Alfred Ely who appointed Hanford to the academy, and Hanford was permitted to remain. In the summer of 1864 Hanford's class was inducted into Civil War service and he saw some blockade duty. He graduated in 1866 and was promoted to ensign in 1868, captain in 1901, and rear admiral in 1903. He retired after forty years' service and made his home in Scottsville at "The Farm."

William Purcell succeeded Robert Walsh as postmaster in April, 1898. He moved the postoffice to the room on the east side of Windom Hall.

The war with Spain did not seem to have effected the daily life of the village to any extent. Two brothers enlisted, John C. Dillman in Company H, 3rd N. Y. Vol. Infantry, and Albert Dillman in Company E, 2nd N. Y. Vol. Infantry. Carroll McVean of Wheatland was in the regular army as a quarter-master sergeant when war was declared. (See Appendix No. 23 for complete list of veterans.)

Near the end of the nineties, John C. McVean took over the bean house on Church Street. He was born in 1865 and first learned to farm on his father's farm but left to study engineering. He spent several years in railroad construction work. In 1889 he took part in the rush to the Cherokee strip which is now a part of Oklahoma. He continued to operate the bean house until his death in 1934.

S. W. Stamm came to Scottsville from Lima in 1898. Soon after his arrival, he built a saw mill, a feed mill, and a cider mill at the foot of Canal Street on the west bank of the old canal feeder. When he put up his buildings all the old canal warehouses had disappeared. Later he acquired the old creamery property on Genesee Street East which had been used by Anderson as a bean house. Stamm altered it into a residence. For a time he also operated a blacksmith shop with Tom Marion and Breitwiser as his blacksmiths.

One day in May, 1899, there was much excitement in the village when a "horseless carriage" was scheduled to pass through on its way to New York City.

About this time the Wadsworths and Eugene Brown ran a tally-ho between Rochester and Geneseo. They changed horses at the Cargill House. Horses would be waiting so that a quick change could be made.

On July 30, 1899, one hundred sixty-nine wheelmen passed through the village on a one hundred-mile run.

The Scottsville Agricultural Works, owned by George Slocum, closed its doors at the end of the year.

During the late "nineties" William Reed shipped horses from the west to be sold in the village. John Reed had charge of the selling. The corral, where the horses were kept and broken, was on the west side of Race Street next to Carver's blacksmith shop.

Although S. Hobart Dorr continued to operate the planing mill on Wyvell Avenue near the station, very little work was done at the mill.

The supervisors who served the town of Wheatland during the nineties were Edward S. Brown, 1891 and 1892; George H. Pope, 1893 to 1895; Simon W. McDonald, 1896 and 1897; Marvin Williams, 1898; and Philip Garbutt, 1899.

Throughout these ten years, Christian Walter, John Yawman and G. J. Freidel continued in their cooper shops. Adam Dries, William Keys, Sr., and William Murray ran the village shoe shops. Lyman C. Galpin was busy in his drug store. Dr. William J. Howe was practicing medicine. Albert Hart and Andrew Meehan were in the harness trade; the former had his shop on the site of Frank Mathew's office, the latter had his shop next to the Scottsville Grill. They made an entire harness by hand. The carriage shop of W. & T. Rafferty was a busy place. E. L. Galusha continued in the lumber business and Tunis Sanders in the coal business. Ephraim White was the village basket-maker.



# SCOTTSVILLE

## CHAPTER XII

1900-1909

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ALTHOUGH the Democrats tried to make an issue of imperialism, President McKinley and Vice President Roosevelt were elected in 1900. McKinley even carried Bryan's own state of Nebraska.

In 1900 Congress passed a bill making gold the standard of currency. In the same year the Boxer Rebellion occurred in China. The rebellion was instigated by fanatical Chinese who opposed the "open door" policy.

The United States Steel Corporation was organized by J. P. Morgan & Co. in 1901. The merger of eleven companies created one with a capital of \$1,400,000,000.00.

William Marconi sent a signal across the Atlantic Ocean without a cable.

While visiting the Pan-American Exposition at Buffalo on September 6, 1901, President McKinley was shot. His death on September 14th raised Vice President Theodore Roosevelt to the presidency.

With the turn of the century the United States became a world power and took part in the Hague Convention. The idea of an international court of arbitration became an established principle.

In May, 1902, more than 150,000 coal miners went on strike. This strike dragged through the fall, and prices rose in some places to thirty dollars a ton. President Roosevelt appointed a commission to investigate. The miners were granted a ten percent increase and union recognition.

New departments of Commerce and Labor were added to the cabinet. By 1903, more than two million workers were members of labor unions. Union strength had developed a system of collective bargaining with big business. Roosevelt was not opposed to big business, but believed corporations that controlled the necessities of life must be supervised.

In 1902 the Reclamation Act was passed by Congress. It provided federal funds for the construction of dams and reservoirs.

During the first five years after gold was discovered on the Klondike River and at Cape Nome in Alaska, more than \$100,000,000.00 of the metal was mined.

The Carnegie Institution with an endowment of twenty-two million dollars was founded.

In 1902 Roosevelt forced England and Germany to present their claims against Venezuela to the Hague Tribunal.

The Wright Brothers, Orville and Wilbur, of Dayton, Ohio, made the first flight in a heavier than air machine in 1903.

In 1903 Philander Knox, the Attorney General, was ordered by Roosevelt to bring suit against the Northern Securities Company for violation of the Sherman Antitrust Law. This company had merged the interests of the Northern Pacific and the Great Northern Railways. Tried in the circuit court of St. Paul, the decision was against the Company, and the merger dissolved.

In 1904 the work on the Panama Canal was started.

Theodore Roosevelt was re-elected president in 1904, defeating Alton B. Parker.

When Russia and Japan were exhausted by war in 1905, Roosevelt arranged to bring the representatives of the two countries together. They met at Portsmouth, New Hampshire, and the two nations came to terms.

In 1905 the President created a special forest service for the supervision of forest lands still owned by the federal government. Many think that Roosevelt's greatest work was halting the waste of our natural resources.

The Hepburn Bill was enacted in 1906. It broadened the term "common carrier" to include ferries, oil pipe lines, bridge terminals, sleeping car companies and express companies. It also gave the Interstate Commerce Commission control over unreasonable rates and power to establish new rates.

In the same year the Pure Food and Drug Act was passed.

While Roosevelt was president, the government brought twenty-five indictments against the trusts. Large corporations were not wholly evil, for most of the material progress made during these years was due to the efficiency and power of concentrated capital.

In 1908 William H. Taft was nominated by the Republicans and William J. Bryan by the Democrats. Taft was elected by a majority of 1,270,000. After his inauguration he called an extra session of Congress to frame a new tariff. In August 1909, Congress passed the Payne-Aldrich Bill.



FATHER Louis Lambert, one of the best-loved priests to serve the Church of the Assumption, came to the village in 1890. He was editor of the Catholic Times of Philadelphia and later the Freeman's Journal and Catholic Register. He became widely known for his book, "Notes on Ingersoll," which was published in 1900, running through more than sixteen editions. Father Lambert served as priest until 1910.

Through the years of this decade Ephraim White continued in his basket making business on Caledonia Avenue.

During March, 1901, Oatka Lodge, F. & A. M., purchased the "mill house" on the south side of Main Street for \$400. from Frank S. Upton. It is now used by Clydesdale and Kelly. The Masons spent more than \$1,500 to remodel the building. They used the second floor for lodge purposes, and rented the first floor to the Scottsville Fire District for a period of five years at a rental of forty dollars per year.

The Reed brothers, William and John, were still shipping horses from the west to Scottsville. They persuaded Wallace Vokes to leave the west, come to Scottsville and assist John in breaking-in the horses.

The old planing mill shed of S. Hobart Dorr was destroyed by

fire in 1900 and in 1901 John C. Scribner and Durwood Braiman built a dry-house on this site. They operated the dry-house until September, 1902, when it was sold to Wesley Weingard of West Webster. L. M. Weingard was in charge of the plant. He increased the size of the plant and at times had as many as thirty people employed. The women pared the apples on small machines attached to tables and operated with a small hand crank. In 1908 they converted to power paring machines run by gasoline engine. At one time they had nine power paring machines in operation.

Brown and Company were running a bean and produce house which they erected at the end of Maple Street and E. R. Collins was their manager. Collins at one time operated the bean house on Church Street. He moved to Rochester in 1904.

Christian Walter died in June, 1901. He had lived in the village for fifty-two years. Walter was a tight barrel maker and these barrels were used in shipping vinegar and salt pork.

A newspaper, "The Caledonia Era," was established on May 8, 1901. One sheet was devoted to Scottsville and this section was called the "Scottsville Bee." Trayhern was the editor. In November another paper was published in the village by John Gatenbee and he was its editor.

Isaac Salyerds was elected to represent the Third Assembly District of Monroe County in the Legislature on November 6, 1901. Dr. Judson Smith was a practicing dentist in the village. He first located at No. 9 Rochester Street and then moved to Browns Avenue. In later years he gave up dentistry and became a chiropractor.

Adam Dries died in August, 1902. He had for many years operated a little boot and shoe shop located on the south side of Main Street. In the late eighties he moved to No. 44 Main Street where Walter Brown is now located.

In October, 1902, the Scottsville Post Office inaugurated two Rural Free Delivery routes. One route extended through the southern part of Chili to Ballantyne bridge and was in the charge of Paul Williams. The other route extended to Garbutt and was in the charge of Donald McQueen.

Norman Cargill, who had taken over the old hotel on the corner of Main and Rochester Streets, died in 1902. The establishment continued under the management of his son, Adelbert Cargill. During this decade it was called the Scottsville Inn.

Prior to 1902 the Scottsville High School prepared students for admission to the normal school only, but this year they began to give the regular prescribed courses to prepare students for entrance

to colleges. Latin, French, and bookkeeping courses were added to the curriculum.

The Edwards Hotel was sold by Harry Edwards to Charles O'Brien in 1902. O'Brien called the establishment O'Brien House.

Fire destroyed the old wood shop which had been a part of the Scottsville Agricultural Works and soon thereafter George Slocum also razed the blacksmith shop. It marked the end of another village industry.

William S. Dunn, a brother of Frank Dunn, returned from the Alaskan gold fields in 1903 and bought the interest of Marion Williams in the store of Williams & Dunn. The name of the new firm was changed to Dunn Brothers, Incorporated. In March, 1905, Philip Garbutt sold his building (now the Hart Store and post-office) to Dunn Brothers, and a few months later Dunn Brothers moved from their old store (now the home of the Fire Department) to their new building. They at first only occupied the west building because Joseph Brown was in the east half at this time. Two years later Brown moved to David Gray's old bean house that stood where the American Legion building is now located.

Andrew Meehan, who came to the village in 1850, died in October, 1903. For many years his harness shop was located over Quinlan's blacksmith shop, but for the last few years he was located in the shop that stood just west of the Scottsville Grill and was at various times used as the postoffice building. His son, Edward, was associated with him for a number of years and continued in the business after his father's death.

During the year the road from Scottsville to Rochester was improved. Gilmore & Anderson were the contractors.

For several years Dr. Louis Palmer, a veterinarian, lived in the house on the west corner of Main and Church Streets. In 1903 E. J. White purchased this house when Dr. Palmer left the village.

In the summer, Charles H. Zimmerman opened a fruit and vegetable store at No. 44 Main Street. A year later George and Henry Heineman purchased the business from Zimmerman.

For years the old plank walks had been unsightly and dangerous. The ends of the boards, rotted with age, came up when people walked on one end of them. In 1903 they were replaced by a new concrete walk from Browns Grove to the Catholic cemetery.

In December, 1903, James Clark sold his meat market on the east side of St. Joseph's Hall building to Eugene Brown and Mortimer Cox. Fred Dries was hired to run the shop. They also erected a slaughter house on Oatka Creek on the rise of ground near where

Sheffer's log cabin stood, and furnished beef for local and other markets. They sold their business to Charles Dunn in 1905 and he carried on for about one year. Dunn had worked as a butcher for years for Herbert Post and James Martin.

After James Clark sold his market to Brown & Cox, he bought the frame building which is now the east half of the Scottsville Grill, and opened a saloon.

During this decade the Scottsville Literary Society published a series of small pamphlets written by members. The pamphlets were printed by Isaac Van Hooser; and the type for most of the plates was set by his daughter, Mrs. Chester Harmon. March 14, 1904, heralded the publication of "The First Houses in Scottsville" by George Slocum. Van Hooser at this time also was running a bicycle repair shop, but he always found room for his printing press. (See Appendix 24 for complete list of pamphlets.)

For many months newspapers carried articles urging the organization of a trolley company. A preliminary organization was effected in March, 1904, and the trolley company was called the Rochester, Scottsville and Caledonia Railway Company. A map and survey of the proposed route from Rochester to Caledonia was prepared by LeGrand Brown. Capital stock was fixed at \$250,000, of which \$103,000 was subscribed. Despite all attempts to attract public interest, this dream never materialized.

Thomas Brown III started a bank in 1904, in the room on the west side of Windom Hall. He later purchased the property on the south side of Main Street from John Carson, on which stood Albert Hart's harness shop. Brown razed the shop and had Myron Pope build a small frame building to house his bank. The bank was not a success, after two years it was closed. This building is today Frank Mathew's office. In September, 1904, Thomas Brown III and Charles Hart purchased the Scottsville Coal Company from Tunis Sanders and Brown's bank building became the office of the coal company. A year later Charles Hart and his son Frank purchased Brown's interest in the coal business and it became the Scottsville Fuel Company.

The Merchants Bank of Rochester sold the site of the Scottsville Milling Company, destroyed by fire in 1895, to the Wheatland Milling and Power Company in 1904. Isaac Salyerds, who had promoted this company, was its first president. The new mill and electric light plant was built by John T. Wells & Sons. Salyerds made application for the purpose of lighting streets, dwellings and stores. On February 1, 1905, the electric lights were turned on for

the first time. A large water wheel furnished the electric power to run the rollers in the mill and a smaller water wheel provided the power for the carbon lamps used for lighting purposes. The power plant was in the charge of Chester Harmon and he turned off the power at midnight. Occasionally a social event would occur in the village when the people would be detained after midnight, then "Chet" would be called on the telephone to keep the lights burning until the villagers could reach their homes.

The building at No. 30 Main Street, in which Lyman C. Galpin conducted a drug store, was purchased early in 1902 by Waldock & Gatenbee, who opened a drug store there. Galpin was forced to vacate the premises and moved to No. 24 Main Street. When Galpin moved from No. 30 Main Street, the telephone exchange was also moved to his new store and Mrs. Galpin continued to be the telephone operator. In May, 1905, the telephone exchange was moved to the old Edson office, the little brick building west of the cobblestone store. In June, 1905, Lyman C. Galpin died and the drug store was sold to Joseph C. Stottle & Company in July. They ran it only a few years and moved their business to the building where the post office now stands.

At this time it was difficult to obtain living quarters in the village and desirable lots were scarce. Hanford Avenue was opened from Main Street opposite Caledonia Avenue to the Baltimore and Ohio Station. Isaac Salyerds also became interested in real estate, and had a new street laid out extending north from Genesee Street, called it Oatka Place, and divided the land into lots for residential purposes. He also built an apartment on the west side of his building where the fire department was first located.

Early in 1904, J. C. Howk & Sons of Caledonia opened a furniture store on Main Street where the Kennedy Dry Cleaners is now located. They appointed William Franklin manager. Franklin died in November, and the business was sold to Chester Rutherford of Caledonia. He sold his stock in January, 1906, to Gatenbee and Freidell, who disposed of it in a general sale.

During the month of November, 1904, the Scottsville Lodge of the I.O.O.F., called the "Gen-Oatka Lodge No. 704," was organized.

The first section of road built in the town of Wheatland with State aid was that section of highway from the bridge over Oatka Creek north through Rochester Street and Scottsville Road as far as the Chili Town line.

The roads, before they were improved, were inches deep in dust during the dry periods in the summer. Automobiles, becoming

numerous, raised great clouds of dust. W. E. Vokes purchased a wagon for sprinkling the streets of the village in 1905 and for three years operated this private enterprise. He would fill his sprinkling wagon by syphoning the water from the west end of the old mill pond where Garbutt's plaster mill once stood.

George Weingand died in 1905, which ended the undertaking and marble business started by his grandfather in the "fifties."

James Martin, who had been running a meat market in the rear half of the present firehouse building since the early "nineties," sold his business to T. Barry, who was employed in the markets of James Clark and James Martin for many years. Barry operated his market until he died in April, 1908.

Governor Frank Higgins appointed Seldon S. Brown Surrogate in 1905. In the following year Brown was elected to the office, which he held until his retirement in 1925.

During 1905 William Losee moved from Chili to Scottsville and purchased the drug store from John C. Gatenbee. He employed first a Mr. Stone and then Jack Frank as pharmacists while his son, Byron, studied pharmacy at the University of Buffalo. After Byron graduated and returned to Scottsville, he entered the drug business with his father and the name was changed to William Losee & Son.

John Carson moved his liquor store from the building that is now the west half of the Scottsville Grill to the frame building on the corner of Race and Main Streets. James Clark, who was in the east building, obtained possession of the building Carson vacated and combined them and doubled the size of his saloon.

A law office was opened by David Salyerds in 1906. He used part of Charles L. Hart's coal office on Main Street.

The market on the east side of St. Joseph's Hall building again changed hands when Charles Dunn sold the business to George Sands of Clifton.

Early in 1906 Thomas Brown III sold his bean house at the end of Maple Street to Mr. Upton of Rochester. James H. Butler sold his hardware store at No. 12 Main Street to William Moulton of Wayland. Thereafter, Butler devoted all his time to the insurance business.

During this summer, the Pennsylvania Railroad extended the branch line on the south side of Oatka Creek from the mill warehouse to Garbutt. At Garbutt it was connected to a siding of the Buffalo, Rochester & Pittsburgh Railroad (now the Baltimore & Ohio). Some of the laborers who were working on the switch lived in the frame building that stood where the American Legion build-

ng now stands. It had been previously occupied by Dave Gray and used for a bean house. For a number of years the Lycoming Company and the Sacket Plaster Board Company had been anxious for the railroad to construct this switch. It was completed in 1907.

Charles E. Breitwiser rented S. W. Stamm's blacksmith shop on the canal feeder and opened a horse shoeing establishment.

Henry Heineman, who had conducted a fruit and vegetable store for the past three years at No. 44 Main Street, closed his business in October, 1907, and left for the west. Shortly afterwards Bly Brothers opened a meat market in this building.

Early in 1908 George Morgan opened what he called the Oatka Club House at No. 24 Main Street. It was an ice cream parlor and was equipped with bowling alleys. The venture lasted only a few years.

Early in the decade Edward A. Jenkins took over the well-drilling business of Ellsworth Rogers. Byron Mowson worked for him and he relates that Jenkins used a steam rig for well-drilling, a walking-beam that worked a rope up and down. Early in 1908 Jenkins purchased from William J. Rafferty the old blacksmith shop of W. & T. Rafferty. Jenkins was not a blacksmith and he hired Thomas Marion to run the shop. Jenkins also made and repaired wagons in this shop.

Since 1903 Morris L. Galusha had been conducting a jewelry store at No. 10 Main Street and in the summer of 1908 his father, Edgar Galusha, erected for him the small frame building on the south side of the street (now the Scottsville Liquor store).

After Charles O'Brien died in 1905, his widow sold the hotel on Main Street to Jeremiah McCarthy. However in September, 1908, Mrs. O'Brien repurchased the building and conducted the hotel.

The dry-house of Wesley Weingard was advertised as Weingard English in 1908. The company was doing an extensive business during the short season. They produced about one ton of dried stock per day, and also shipped from one hundred fifty to two hundred barrels of apples per day. They employed about forty men and women, some of whom received wages of two dollars a day. Most of their dried stock and apples were shipped to Chicago and Berlin, Germany.

In 1908 Benjamin Wood, an attorney, opened a small furniture store in the west side of St. Joseph's Hall building. In connection with his store he maintained a law office. He remained here about six years before closing his business.

George E. Slocum died November 13, 1906. He had retired from

the hardware store and for a number of years devoted his time to gathering and arranging historical data of the town of Wheatland. He delayed publication of the manuscript because he considered it incomplete, but after his death, his son, LeRoy Slocum I, published in 1908 the material in a book called "Wheatland." It was printed in Scottsville by Isaac Van Hooser.

The store on the east corner of Main and Church Streets changed ownership in 1908. Stewart Anderson, who had been there for nearly eighteen years, retired. Theron Cox took it over and had both a bakery and grocery. Shortly thereafter Mr. Comford bought a half interest and the firm became Cox & Comford. They gave up the bakery and continued the store as a grocery.

Early in 1909 Joseph Kruppenbaker came from Rochester and purchased the meat market of George Sands in the east side of St. Joseph's Hall building.

Throughout this decade Dr. William J. Howe and Dr. John F. McAmmond carried on their professions in the village. The Slocum Hardware Store continued to serve the people of the village as it does to this day.

Samuel McConkey was still in his blacksmith shop on Main Street and in the room above his shop the village sports were often entertained by boxing and wrestling exhibitions.

With the increase of motorcycles and automobiles, Isaac Van Hooser added the sale of gasoline and tires to the bicycle repair shop. The gasoline was first kept in a sixty-gallon barrel at the rear of his shop and brought out in a container and poured into the tank with the help of a funnel.

The Harrison Company took over the bean house at the end of Maple Street built by Thomas Brown III and employed Samuel S. Craw to represent them.

After the turn of the century the term of the town supervisor was changed from one to two years. Charles D. Nichols served the town as supervisor from 1902 to 1908; Isaac Budlong, from 1908 to 1915.

# SCOTTSVILLE

## CHAPTER XIII

1910-1919

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**I**N JUNE 1910 Congress passed an act establishing a system of postal savings banks to be managed by the Post Office Department. Two years later Congress authorized the postal authorities to establish a domestic parcel post system.

The Mann-Elkins Railway Act was passed in 1910. It gave the Interstate Commerce Commission more authority in the regulation of the railroad rates.

The Standard Oil Company was forced to dissolve into thirty-three constituent companies in 1911.

A year later New Mexico and Arizona were admitted as states.

From 1911 to 1914 Congress passed several laws requiring the publication of all receipts and expenditures of any candidate for a federal office; the same publicity or receipts and expenditures is required in presidential primary elections. The various states also enacted laws requiring the publication of campaign expenditures.

In the presidential campaign of 1912 the Republican party was split. The regular Republican party nominated William Taft and the Progressive Republicans organized a new party, the Progressive Party, more commonly called "Bull Moose." It nominated Theodore Roosevelt. The Democratic National Convention after forty-six ballots nominated Woodrow Wilson. Wilson was elected in the November election.

Congress passed the Underwood tariff in October 1913. It reduced the rates on nearly one thousand articles. An income tax clause was included in the bill. It also passed the Federal Reserve Act, establishing federal reserve banks in twelve districts.

International difficulties arose in the summer of 1914 culminating in the outbreak of the European War. Many international problems connected with the war arose. Finally the sinking of the Lusitania and other vessels forced President Wilson to send an ultimatum to Germany.

The Federal-Aid Road Act was passed in 1916. Congress appropriated seventy-five million dollars to be expended over a period of five years in the construction of highways in the various states.

In 1916 the Democrats again nominated Woodrow Wilson and the Republicans nominated Charles E. Hughes. Wilson was re-elected president.

The United States purchased the Virgin Islands from Denmark in 1917 to serve as a naval station.

After severing diplomatic relations with Germany, war was declared April 6, 1917. The Selective Draft Act was passed and the economic and industrial forces of the nation were organized. Germany surrendered November 11, 1918.

By January 1919 the legislatures of the forty-five states had ratified the eighteenth amendment which prohibited the manufacture and sale of intoxicating liquors.

The League of Nations was formed in April 1919 to promote international co-operation.



THE TREND, throughout the years following the Civil War, was to increase the size of the industrial centers. Rochester became the industrial center in this area. Its stores and factories increased in size and number. People in the surrounding towns obtained employment at higher wages in the city. The railroads daily carried them to the office and factory and, when the automobile was brought within the price range of the working people, the rush to obtain employment in the city increased considerably. Many of the villages and towns actually decreased in size. Not only did the village people seek employment in Rochester but they went to the large stores in the city to do their shopping. The village tailor, shoemaker, harnessmaker, blacksmith, and cooper gradually disappeared. During the first decades of the twentieth century this rush to concentrate our industries and business in cities increased until it was brought to a halt by the great depression. The story of Scottsville during this period clearly indicates this trend as many of the local industries ceased and the stores decreased in number and size.

The "dry-house" business at the end of Maple Street near the railroad station was sold by Wesley Weingard to John Marchner of Webster in July, 1910.

The postmaster, William Purcell, died in November, 1910, and John H. Scofield was appointed to succeed him. The postoffice at this time was located in Windom Hall.

The store at No. 24 Main Street, which George Morgan closed in 1909, was reopened by Seth Perry for a short time. He was followed by Mrs. Comstock, who ran an ice cream and candy store. Several years later M. J. Arthur and J. C. Kregal succeeded Mrs. Comstock.

George Bly withdrew from the partnership of Bly Brothers Meat Market in 1910. It was located at No. 44 Main Street, now Brown's barber shop. Stewart Bly and Roy F. Tweady formed a partnership to run a meat market on this site under the name of Bly and Tweady.

Later on during the same year B. C. Ely purchased the meat market of Joseph Kruppenbacher in the St. Joseph's Hall building. Two years later, in 1912, Ely sold the market to George Bly and Charles Marshall. After two years the partnership was dissolved, but George Bly continued to run the meat market on the east side

of St. Joseph's Hall until 1938. While Bly and Marshall were in business, they also operated a slaughter house on the old canal feeder at the foot of Canal Street.

In December, 1913, Bly and Tweady closed their market at No. 44 Main Street and Stewart Bly purchased the store and bakery of Cox and Comfort. Here, Bly continued to run a bakery, on the corner of Main and Church Streets, where Grassi and Son are now located.

About 1911 John Gleason rented the space over Keys' Store and opened an office for the practice of law. He remained for about two years when he moved to Rochester.

Under the direction of the Rev. W. B. Brown, a group of colored people met in the village on June 12, 1910, to form a church. Approximately thirty people met every Sunday afternoon at Turner Twiman's residence on Caledonia Avenue. In 1912 they employed John T. Wells & Sons to build a small church on the south side of Main Street. It was completed in the following summer and was known as Bethel Chapel.

The Presbyterian Church had Myron Pope build a dining room and kitchen in 1910 at a cost of \$840.

During 1911 St. Mary's Catholic Church built a new rectory. A. Miller of Avon was the contractor. The old brick building on the site, that had been used by the church since it was organized, was razed. It was built by James Cox in 1825 for a tavern.

The Buffalo, Rochester & Pittsburgh Railroad built a new station at the west end of Maple Street. It was formally dedicated in 1911. Surrogate Selden S. Brown and David Salyerds, aided by the Scottsville band, received a delegation of railroad officials and suitable dedicatory exercises were held. The old station was located about three hundred feet north of the present station.

The local Wheatland Power Company sold its interests to the Livingston-Niagara Company in November, 1911. LeRoy Slocum II, who graduated from the engineering school at Cornell University the previous June, was employed by the new power company to take charge of the plant. He remained with them nearly two years while they changed from sixty to twenty-five cycles. It was a great improvement for the village because the new company provided twenty-four hour service.

For some years there had been agitation to improve the fire fighting facilities of the village. Finally, in 1911, the original fire district was increased by adding some of the surrounding area to the Scottsville Fire District. The following were elected fire commis-

sioners: William Rafferty, Isaac Van Hooser, G. J. Freidell, A. F. Sickles, and E. R. Galusha. The village purchased the old brick building at No. 22 Main Street, now the village building and firehouse.

As soon as gasoline pumps were available, Van Hooser installed the first one in front of his store. He sold gasoline cheaper than the city dealers, consequently many city people would drive out Scottsville Road and have their tanks filled at Van Hooser's. In 1918 when gasoline was selling for thirty-six cents a gallon, he sold more than sixty thousand gallons during the year.

In the spring of 1911 Edward Jenkins sold his blacksmith shop to Ellsworth Carver. Carver, the son of William Carver, was born in the town of Chili in 1869.

Howard D. Ingalls opened a garage in a small frame building attached to the east side of Van Hooser's shop in 1913. It was the first garage in the village. A year later he moved his garage to Ellsworth Carver's blacksmith shop. It was then called the Scottsville Garage. Ingalls remained here a year and was followed by George Jarrett.

After Ingalls moved, Van Hooser interested John Williams of Rush in occupying the garage. Van Hooser continued the bicycle end of the business.

Howard Ingalls left Scottsville to work in the Cunningham factory in Rochester, where he tested automobiles. This was only an intermediate step in his career. He was soon connected with the Glenn H. Curtiss Company in Hammondsport; later he became associated with the American Air Lines, where he rose to the position of superintendent of maintenance. In 1938, when the American Air Lines flew more than fifteen million miles without a fatality, Ingalls was awarded the "aviation maintenance award." Shortly before his death, in 1938, he and four other men organized the Blue Grass Air Lines.

Fred L. Guernsey, a blacksmith, worked in the shops of E. A. Jenkins and Ellsworth Carver. He conducted a shop of his own from 1911 to 1915; left the village and is now located in Avon.

The old cast iron bridge between Wheatland and Rush, built in 1869, was replaced by a new steel bridge during the summer of 1912. It was erected by the Oswego Bridge Company at a cost of \$25,000.

Samuel McConkey died in October, 1910, at the age of 73. Since 1868, when he purchased the shop from George Hahn, he had been located in the blacksmith shop on the south side of Main Street opposite Church Street. After his death, the blacksmith shop passed

into the hands of E. H. Bronson. His stay was short, for in the fall of 1912, he rented the shop to Robert Nichols from Clifton. In 1914 J. B. Ingram succeeded Nichols in the shop. Ingram had started in business in Stamm's shop at the foot of Canal Street on the old canal feeder a year previous.

The jewelry store conducted by Morris L. Galusha at No. 9 Main Street was closed sometime in 1912 and Galusha moved to Newark, N. Y. About a year later C. F. Brown came from Springwater and opened a variety store in the same location and remained two years.

In September, 1914, after a long and bitter campaign on the "dry" question, the town voted "dry" on all four propositions submitted to the voters. Rev. Robert Hallock, pastor of the Presbyterian Church, was the leader of the successful campaign financed by R. T. Miller, Jr. After the election "minute men" were organized to see that the laws were enforced.

In the same election the village of Scottsville voted to incorporate. The village was incorporated October 16, 1914. William S. Dunn was elected president, and held this office for a period of ten years.

William H. Losee died in October, 1914. He was born in Webster in 1853 and came to Scottsville in 1905. His son, Byron Losee, continued to operate the drug store until his death in 1950.

Early in 1912 the Victor Milling Company leased the flour mill from the Wheatland Milling and Power Company, but before the year ended they decided to remove the business to their headquarters at Victor, New York. The mill was then taken over by R. E. Smith, and operated as a flour and feed mill until June, 1915. It was next rented by E. R. Tompkinson of Medina but his venture was not successful and after two years the mill was finally closed and the equipment removed. It was the last of the mills on Oatka Creek.

The saw, feed, and cider mills built by Spencer W. Stamm at the foot of Canal Street along the old canal feeder were destroyed by fire March 27, 1915. Before the loss of his mills, Stamm had purchased the creamery property on Genesee Street. This had been destroyed by fire and rebuilt. From his new location Stamm continued to operate a feed and grinding business until his retirement in the fifties.

S. R. Stottle and Wilson Marshall opened a shop for the repairing of automobiles in 1913 in the building that stood on the west corner of Main and Race Streets. It was called the Central Garage. In 1915 they moved their business to the large hotel barns west of the Oatka

Hotel. In the days before the automobile, hotels required large barns and storage places as well as a large ice house. Travelers and salesmen often traveled by horse and carriage and hotels had to feed and house the horses. The coming of the automobile made all these accessories unnecessary.

An interesting advertisement appeared in a newspaper of the time describing the new 1915 Ford as follows: "The new 1915 Ford is here, cowl dash, electric headlights, clear vision windshield, new style curved fenders in rear and speedometer. The price is the same, New Model Ford Runabout, \$440. New Ford Touring, \$490. The best thing on four wheels."

The Scottsville Improvement Society was organized in September, 1911, with sixty-four members. The object of the society was the civic improvement of the village and the town. In 1915, the society wanted to buy Windom Hall, which could be obtained for the sum of \$2,500. R. T. Miller, Jr., offered the society one-half of the money provided the members raised a like amount. They soon accomplished their objective and became owners of the building on Main Street which today is the home of the Scottsville Free Library.

For years there had been a need for a library and Roscoe Brown tried to do something about it. He started a library in his own home and loaned books. The Scottsville Improvement Society took over this work; after the purchase of Windom Hall, a library and reading room was maintained on the second floor.

The Scottsville Free Library was organized in January, 1916, and a charter was granted by the State Board of Regents a month later. The Scottsville Improvement Society then deeded the Windom Hall property to the Scottsville Free Library. Miss Sophia Miller was elected the first president.

In 1914 a franchise was granted to the Tri-County Natural Gas Company to lay gas mains in the Town of Wheatland. The source of the gas was the Pavilion field. Pipes were laid, and on December 24, 1915, the first natural gas light was turned on in front of the firehouse, where the company installed a five-mantel light for demonstration. Early in 1916 the Tri-County Natural Gas Company rented the building at No. 9 Main Street and opened a store for the sale of gas ranges and gas lighting fixtures. Although the company had considerable trouble in providing sufficient pressure beyond Garbutt, it remained in business for five years until the gas wells were exhausted.

Early in this decade Mrs. Welsher purchased a half interest in the Scottsville Fuel Company owned by Charles Hart. After Hart

died in 1912, Forest Sickles bought the company. In the spring of 1915 Everett Darrohn purchased the company from Forest Sickles. Darrohn came to Scottsville from Henrietta where he had been in the coal business. He built the coal silos near the Baltimore and Ohio Railroad on land which he leased from the railroad. Darrohn also was actively engaged as a produce merchant for many years.

Rochester capital organized the Flower City Tissue Mills and in 1916 purchased the mill property. Alterations were made and a new brick addition was added in front of the old mill building in what was always known as the millyard. A year later the old McConkey blacksmith shop was bought from Edgar Bronson. Goodard J. Freidell retired about 1917 and his cooper shop was purchased by the Flower City Tissue Mills for storage purposes.

In March, 1915, William Keys, Sr., died. He had lived in the village for more than fifty years. When he started his shoe shop in his home, shoes were made entirely by hand. For thirty-seven years, until his death, his shop was located at No. 42 Main Street.

Walter Brown was born at Lincoln, in Wayne County, and came to Scottsville in 1907 to work for Charles White, who had been a barber in the village for many years. White's shop was then located in the little frame building that stood next west of the Scottsville Grill. In 1916 Brown purchased White's business and opened his own shop at No. 42 Main Street. Two years later he purchased the building next west to his shop and moved to the new location where he has continuously operated a barber shop to the present day.

John H. Scofield, who had been the village postmaster since 1910, was succeeded by Robert Cox in 1915. Two years later, Scofield again received the appointment. A few months later G. J. Freidell succeeded Scofield, receiving a temporary appointment until examinations could be held. James H. Butler was appointed postmaster in 1918 by President Wilson and held the office until 1929.

The postoffice had been located in the east side of Windom Hall since 1898. James Butler moved it to No. 12 Main Street after William Moulton's death in 1918. Moulton had a hardware store at this address.

More than one hundred men and women of the Town of Wheatland volunteered or answered the draft in World War I. The armistice was signed on November 11, 1918, ending hostilities. Gradually they all returned to their homes except for Warren N. Smith and William J. Warren, who gave their lives for their country. (For a complete list of men and women in the service see Appendix No. 37.)

It was not until eight months later, in July, 1919, that Scottsville officially welcomed home its veterans. The parade through the village was witnessed by more than a thousand people and the celebration ended with a banquet served in the Scottsville Free Library.

Near the close of the decade, Ellsworth Carver gave up his blacksmith shop and moved to the building next east, on the corner of Race Street, which was once the display room for William and Thomas Rafferty's carriage shop. Carver completely rebuilt the building and opened an automobile agency. Lawrence Karges rented Carver's old shop and opened a blacksmith shop of his own.

For a short time Dr. J. H. Boorman operated a dentist office in the Scottsville Free Library building.

The hotel on the south side of Main Street was conducted by Jeremiah McCarthy; Adelbert Cargill was the host in the hotel on the corner of Rochester Street. Cargill retired in 1917 and left the village. Edward Coddington followed him in the hotel.

Throughout this decade Dunn Brothers, Losee's Drug Store, Slocum's Hardware Store and Keys Brothers' store continued to serve the community.

Wheatland was represented on the Board of Supervisors by Isaac Budlong, who served from 1908 until his death in December, 1915. John Gatenbee was appointed to complete his term and he was elected to the office in 1916 and 1918. In 1920, he was succeeded by Warren Pease.

The Scottsville Fire Department was organized in 1912 and from a booklet "Constitution and By-Laws and Rules of Order of the Scottsville Fire Department," printed by Isaac Van Hooser in 1913, we gather the following information:

#### FIRE COMMISSIONERS

William Rafferty .....	<i>President</i>
Isaac Van Hooser    G. J. Friedell    A. F. Sickles    E. R. Galusha	
Wm. S. Dunn .....	<i>Secretary-Treasurer</i>

#### OFFICERS

G. J. Freidell .....	<i>President</i>
A. F. Sickles .....	<i>Vice-President</i>
S. C. Wells .....	<i>Secretary</i>
F. F. Scott .....	<i>Treasurer</i>

## CHARTER MEMBERS

George E. Bly	Wm. S. Dunn	F. F. Scott
John R. Burrell	Bert C. Ely	Ralph Smith
Louis Bitner	John Kalaher	A. F. Sickles
W. H. Brown	B. R. Mowson	Isaac Van Hooser
Theron Cox	Charles Marshall	Stephen Wells
J. H. Cameron		Clarence White

# SCOTTSVILLE

## CHAPTER XIV

1920 - 1929

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THE FIRST YEARS of the decade were given over to domestic problems brought about by the armistice and the problems raised by the serious disagreements between capital and labor.

In 1920, the Republican party nominated Warren G. Harding and the Democratic party nominated James M. Cox. Harding was elected in November. The Republicans coined the word "normalcy" during the campaign, but the normalcy that many people dreamed about never was to return.

A post-war depression soon greeted the president. The public entered upon a "buyers' strike" and prices soon tumbled. Industry suffered huge losses and the agricultural interests were nearly ruined. Industry soon revived and prosperity returned, but the farmers were not so fortunate.

The Washington Conference met in November, 1921, and agreed to halt the building of large battleships, and agreed upon a number of other treaties.

The Fordney-McCumber tariff bill was passed in 1922 which restored the high rates of the Payne-Aldrich tariff.

President Harding opposed our entrance into the League of Nations.

By 1922 the Allied Nations' debt to the United States amounted to nine billion dollars. Agreements for payment were reached with sixteen nations, and with the exception of Finland, all defaulted.

In the summer of 1923, the nation was shocked by the oil scandals. Secretary of the Interior Fall secretly leased the Tea Pot Dome and Elk Hills oil reserves to his friends. Fall was convicted and sent to federal jail. The oil leases were cancelled by the Supreme Court of the United States.

President Harding died August 2, 1923, and Calvin Coolidge became president.

Not only was there immorality in high government offices, but there was a decided let-down of the morals of the people. Society seemed to have been permeated with greed, intolerance and hypocrisy. The unenforceable prohibition amendment created a demand for illegal liquor; the enormous money-making opportunity of boot-legging was seized by innumerable criminals.

Calvin Coolidge defeated John W. Davis in the November election of 1924.

In spite of the industrial prosperity the value of farm property declined twenty billion dollars in five years. Congress passed the McNary-Haugen Bills but they were vetoed by the President.

The national debt was reduced from twenty-five billion in June, 1919, to sixteen billion in June, 1930.

More than one million people left the farms for the cities. But new industries, such as the automobile, radio, and the production of motion pictures, grew so rapidly that they absorbed millions of workers. On the surface it appeared as a period of prosperity, but there were many warnings by responsible people of the approaching crash.

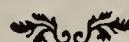
The improvements in farm machines made it possible for fewer farm workers to produce enormous quantities of food.

In August, 1928, the United States, with fourteen other nations, signed the Kellogg-Briand Peace Pact. The nations agreed to renounce war and seek the solution of all disputes by peaceful means. Eventually sixty nations signed the pact.

In the presidential campaign of 1928 Herbert Hoover, Republican, defeated Alfred E. Smith, Democrat.

The Agricultural Marketing Bill was passed in 1929 but farm prices continued to sag. Industry continued to boom and prices of stocks soared to fantastic heights.

On October 29, 1929, the stock market crashed and we entered the worst depression in our entire history.



THE PROSPEROUS YEARS of the nineteen twenties do not seem to have had much effect on the Town of Wheatland. Many of the people were employed in Rochester and the trains on the Buffalo, Rochester & Pittsburgh and the Pennsylvania Railroads rushed them to the city in the morning and returned them at night. Scottsville remained remote from the hustle, bustle and worries of the city.

Elon L. Galusha, son of Sears Galusha, died in 1920, in the village where he was born in 1859. Elon and his brother, Edgar, opened a lumber business on the "island" at the foot of Canal Street in 1879. Later, after the Genesee Valley Canal Railroad was completed, they moved their lumber yard to the west side of the tracks south of what once was the Pennsylvania Station. The lumber business was purchased by John T. Wells in 1919 and he still operates it.

In 1920 Everett Darrohn purchased the Cargill Hotel and three years later sold the hotel building on the corner of Rochester Street to the Dwellers Realty Company.

Since 1901, the two newspapers, the "Caledonia Era" and the "Scottsville Bee" had been published as one newspaper. In September, 1920, they were merged, by mutual agreement, and the paper renamed the "Caledonia Advertiser-Era," with a department for Scottsville. E. H. T. Miller became editor and continued in that capacity until 1938. A historian and genealogist, his articles in the Caledonia Advertiser-Era preserved for future generations considerable historical and genealogical lore which would otherwise have been lost.

Frank Marsh, a Spanish war veteran, came to the village in 1921. He was a surveyor and engineer on the Barge Canal. Until his death in 1928 he did surveying in the village.

The Flower City Tissue Mills was organized in 1916 by Roches-

ter investors. It grew from a modest beginning to one of the important tissue mills in the east. Its products were shipped to all parts of the United States and Canada. The increasing demands for its products necessitated expansion. Reorganized in 1921, the company was called the Scottsville Paper Box Board Corporation. The officers were Joseph Weis, president; Philip Yawman, vice president; William Shafer, secretary; and Frank J. Schwalb, treasurer. Serious loss of business or other reverses compelled it to close its doors in 1924. A year later the property was purchased by David F. and Michael Lawless of Rochester. They were manufacturers of box board paper. Joseph H. Eilers was superintendent of the mill.

Wallace Vokes bought the dry-house business from John Marchner in 1921 and operated the business with Marchner for about three years. During these years they also sent dried fruits and apples to Germany. One bushel of apples made seven pounds of dried apples.

In 1920 Ellen McCarren sold the Oatka Hotel to John Copp, who ran it about a year, then sold it to Mathew McConville. The twenties were the prohibition era and McConville sold only cider, but he remodeled the hotel and made a dance hall across the front of the building.

Frank Dunn died in February, 1922, and his son, Romeyn Dunn, became a member of Dunn Brothers, Inc. Frank was joined by his brother, William, in 1903 and in 1905 they moved into the building occupied by the Harts Store. During the twenties and until the post office was moved into its present location in 1944, Dunn Brothers occupied both of these buildings.

The Scottsville Baseball Association, under the direction of its president, John C. McVean, built the grandstand on the high school grounds in 1921.

For a number of years the village had been considering the installation of a water supply and sewage system. In 1921 Hopkins and Fields were engaged to investigate the available water supply in the vicinity. The water works and sewage systems were installed in 1923. The sum of \$121,500 in bonds were sold to Keane Higbie of New York, whose bid was \$100.19 and an interest rate of four and one-half percent. The bonds were paid in 1949.

The village of Scottsville is indebted to R. T. Miller, Jr., for its water supply and sewage system. He not only contributed a good share of the principle but paid the deficit for the first ten years.

R. T. Miller, Jr., was born in the village in 1867. He graduated from Oberlin University and Harvard Law School. He became

president of the American School at Chicago in 1897 and is the editor of various cyclopedias. Since his retirement he has made his home on South Road.

Myron M. Carver had been conducting a grocery store on the east corner of Main and Church Streets for three years. In October, 1924, he sold it to Mark A. Jones, who ran the store for two years, when it became a member of the Red & White Stores. Jones sold it to Robert N. Reid in May, 1926. Reid sold it to Bernard Bowman, but after a short occupancy he sold the store back to Mark Jones.

Throughout this decade George Bly continued to operate a meat market in the east half of St. Joseph's Hall building. During 1923 his brother, Stewart Bly, opened a bakery in the west half of the building, but after three years abandoned the venture.

The Methodist Church and the Presbyterian Church were merged in January, 1921. The new corporation became known as the Union Presbyterian Church of Scottsville under the leadership of Rev. J. M. Connal, the Methodist minister. The new board of trustees were: William S. Dunn, John Wells, Arthur E. Munson, William Stokoe, Everett Darrohn, George V. Hahn, William Wells, Isaac W. Salyerds and John C. McVean. The consolidation of the two churches did not prove satisfactory. Dissensions arose and in the fall of 1923 the Methodist group petitioned to be released from the union and their original property returned to them. The petition was granted and in 1924 they again formed the Methodist Church of Scottsville and re-acquired their old church and parsonage.

In 1923 Dr. Herbert W. Boylan came to the village and opened an office for the practice of dentistry. He was born in Rochester but spent his early life near Mumford until he entered the University of Pennsylvania. After graduation he spent a year in New York City and then moved to Scottsville. In 1936 he purchased the old stone house on the south side of North Road, the farm settled by John McVean in 1812.

A candy and ice cream parlor was opened by George Alepoudaikas at No. 24 Main Street in 1923. It was called by him the "Scottsville Candy Kitchen." He conducted the store until 1933 when he opened the Scottsville Grille and moved to that location.

LeGrand Brown died in February, 1923. He was a prominent engineer and author of a book on railway signaling and train operation. Mr. Brown was one of the engineers for the City of Rochester when the city built the second water supply line from Hemlock Lake to the city of Rochester.

In May, 1905, the telephone exchange was located in the small brick building next west of the cobblestone store. During the year 1924 the Rochester Telephone Company built the story-and-a-half frame building at No. 25 Main Street and the telephone exchange was moved to this site.

In the election of March 20, 1924, Edwin A. Jenkins was elected president of the village to succeed William S. Dunn. Dunn had been president since the village was incorporated in 1914.

B. G. Northrup was running a shoe repair shop at this time. W. A. Wilson was in charge of Henry Harrison Company's hay, grain, and seed house at the west end of Maple Street.

Darrohn sold the barns and sheds in the rear of the hotel on the corner of Rochester Street to William D. Rossiter. His son, Leo, opened an automobile sales agency and garage which he operated for several years.

The east section of the old Cargill Hotel was at this time occupied by Mrs. Addie Ward, who advertised that the hotel was completely refurnished and served meals and rented rooms. She called it the Scottsville Inn.

In July, 1925, Bowerman and Munsell formed the Scottsville Hardware Company and purchased from Everett Darrohn the west part of the Cargill Hotel. They ran the store for about a year and then sold it to Chester Harmon and George Rosenworth. The store was not a success and it closed in 1928.

Arthur Torpey, who had worked for Stottle in the Central Garage, formed a partnership with Rosenworth and entered the automobile business in 1928. They purchased the business started by Leo Rossiter in the barns in the rear of the Cargill Hotel. They called it the Scottsville Garage.

Mrs. Emma Halbert Miller, wife of Myron Miller, died in June, 1926, at the age of 86 years. She was a well-known worker in the cause of equal rights for women. Mrs. Miller was a friend of Susan B. Anthony and with her attended national conventions held by the suffrage societies.

For two or three years John H. Worthem ran a fruit and confection store at No. 10 Main Street. He was born in Massachusetts, moved to Rochester in 1886, and to Scottsville in 1925.

The New York State Legislature passed a measure in 1926 authorizing a program of biological surveys covering the fourteen watersheds of the State. Dr. Emmeline Moore, a teacher in the Scottsville High School, was selected to head these surveys.

As early as 1919 a bus line from LeRoy to Rochester served the

people of the village. It was opened by Joseph Caccamise of LeRoy. Edward Barton bought the bus line from Caccamise and operated it for several years. In 1927 the Blue Bus purchased the franchise to operate a bus line from Rochester to Buffalo by way of Scottsville. All passenger traffic between Scottsville and Rochester is by bus. The Pennsylvanie Railroad abandoned its passenger service in April, 1941, and the Baltimore and Ohio Railroad in 1951. The buses make the twelve-mile trip from the village to the Broad Street terminal in Rochester in thirty minutes. What an improvement from the sixties and seventies when we read, in George Slocum's diaries, how proud he was when his horse and carriage made Rochester in two hours!

After more than fifty-three years of service, Dr. William J. Howe died in April, 1927. Dr. Howe was a loved and respected medical practitioner. From 1886 until 1916 he was the health officer of the town of Wheatland.

Fortunately, a year before the death of Dr. Howe, Dr. Clarence Pearson located in the village and began the practice of medicine. He was born in Davenport, Iowa, and graduated from the medical school of the University of Vermont. Dr. Pearson continues his practice to the present day and is also the health officer of the town of Wheatland.

In 1927 Arthur V. Thurlow, a landscape gardener, opened a greenhouse business. The greenhouses were built in the rear of his home at No. 3 Rochester Street. Due to illness, he retired, and sold the business to Perry in Rochester in 1942.

In May, 1927, LeRoy M. Slocum II succeeded his father in the hardware and electrical business. LeRoy Slocum II became the third generation to run a hardware store on Main Street.

The old school on Browns Avenue, erected in 1870, increased in size in 1898, became inadequate. The problem placed before the people was whether to build a new school at a new location or to add new classrooms and other facilities to the old school. It was finally voted to purchase property on Beckwith Terrace. A new school was built in 1927 at a cost of \$225,000. The architect for the building was Carl C. Ade of Rochester.

Rear Admiral Franklin Hanford died in February, 1928. Since his retirement in 1903, after forty years of service in the United States Navy, he made his home in the village. He spent much of his time in historical research and writing. In 1910 the Scottsville Literary Society published his book, "Origin of the Names of Places in Monroe County, New York." His paper, "Visits of

American and British Naval Vessels to the Genesee River, 1809 to 1814," was published by the Rochester Historical Society in the Publication Fund Series, Volume III.

The Central Garage, operated by Wilson Marshall, was destroyed by fire in 1928, and for a time the fire threatened to destroy the entire business district of the village. Fifteen automobiles and two aeroplanes were lost in the fire. The building was a large frame structure, formerly the barn for the adjacent hotel. Marshall built a new garage and salesroom which he is operating today.

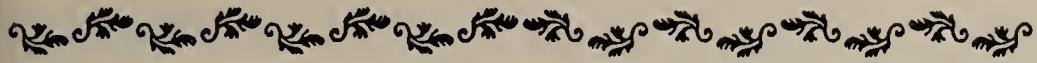
The Oatka Lodge of F. & A. M. purchased the old school on Browns Avenue in February, 1929, for the sum of \$2,000. The second floor of the building was extensively remodeled and refurnished. Many of the furnishings, as well as the canopy, came from the "red room" of the old Masonic Temple in Rochester.

Frank Mathews came to the village in 1923. In October, 1929, he succeeded James H. Butler as postmaster. At the same time Butler sold his insurance business to Mr. Mathews.

In August of 1929 Dr. John F. McAmmond died. He came to the village in 1890 and practiced for nearly forty years. The last twelve years he was also the health officer of the town of Wheatland.

James Cameron moved from Browns Road to the brick house on the corner of Rochester and Genesee Streets.

The supervisor of the town of Wheatland, Warren Pease, died in June, 1920. Henry Harvey was appointed to complete his term of office. The following election Harvey was returned to the office by the voters and he continued as supervisor until 1928 when he was succeeded by Romeyn Dunn.



# SCOTTSVILLE

## CHAPTER XV

1930 - 1939

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AFTER THE DEATH of Mark A. Jones in 1929, his widow continued to run the grocery store on the east corner of Church and Main Streets for about a year. In May, 1930, she sold her interests to Donato Grassi. He is still located in the Red and White Store, and today the firm name is Grassi & Son.

During the "twenties" Wallace Vokes was Superintendent of Highways. After relinquishing the office he started a retail coal business in the early "thirties." He used the old dry-house for his coal storage sheds.

Michael Powers came to the village from Rochester in 1931 and opened a lunch room at No. 42 Main Street. A year later he purchased the building. Mrs. Powers continues to conduct a lunch room at this location. The lunch room is also the Blue Bus station.

For a year Mrs. M. T. Gleason conducted the Oatka Inn. In June, 1931, John Goodberlet of Lima sold the Oatka Inn, now the Oatka Hotel, to Herbert L. Woodward of Rochester.

For twenty-nine years Eugene T. Swain was the station agent at the Buffalo, Rochester and Pittsburgh Railroad station. He was born in Pike, Wyoming County, and was appointed agent in 1901. In 1931 he was transferred to Warsaw where he died before the year ended.

The depression years caused great hardship in the village. The paper mill closed its doors, and the machinery was sold to a company who moved it to the south. The Ebsary Gypsum Company maintained partial employment throughout these years. At one time nearly one-third of the families in the village were on the welfare rolls.

John Talcott Wells died in March, 1931, at the age of 89 years. For nearly fifty years he was actively engaged as a carpenter and builder. His first contract was the building of the frame schoolhouse in Garbutt. He retired in 1914 and his sons, Stephen, John T., Jr., and Nolen carried on the business.

Since 1886 Albert Hart had been actively engaged in the harness making trade, but in 1933, at the age of 88, he sold his business

and left the village for Detroit. During the last few years his shop was located between two buildings of the old Rafferty shops. He was the last of the leather craftsmen who could make an entire harness by hand.

The Scottsville Grill property was acquired by George Alepoudaikus in 1933. He made extensive alterations to the property, completely rebuilding the west building and adding a second floor.

Dr. Albert J. Kelly came to Scottsville in 1929 to take up the practice of medicine. His office at first was in the rear of No. 33 Rochester Street. Later he moved into Dr. McAmmond's residence at No. 25 Rochester Street. He remained in the village four years and then returned to Lyons.

In October of the same year Dr. N. F. Coulter located in the village and opened his office in the house vacated by Dr. Kelly. A few years later, in 1939, he built a new house with offices, in the lot next south at No. 23 Rochester Street.

In April, 1934, Julian E. McVean was appointed Postmaster to succeed Frank Mathews.

John C. McVean died in March 1934. He had been engaged in the produce business in the old "bean house" at No. 3 Church Street for nearly thirty-six years. During the last few years the firm name was McVean, Rowe and Kennedy. Roger Clydesdale and Miss Agnes Kelly were employed by McVean, Rowe & Kennedy. After McVean's death they formed a partnership, Clydesdale & Kelly, and entered the wholesale grain business. They purchased from the Oatka Lodge, the "old mill house" which was originally built by Elijah T. Miller in 1832.

During 1932 Brunner and Kiel entered the automobile repair business and located in the building at the corner of Main and Race Streets. Four years later they acquired the old Rafferty shop building next east of the raceway. They have occupied this site to the present day.

John W. Carson died in 1936. He conducted a liquor store on the corner of Race and Main Streets. After his death, John White obtained possession of the property and moved his barber shop to this location.

Since the Tri-County Natural Gas Company discontinued to supply gas to the village in the early "twenties", the village was without gas until April, 1937, when the Rochester Gas & Electric Corporation authorized the laying of new gas mains to supply the village.

Until 1937, the Scottsville Library Association used the second

floor for its library quarters but demand for more space necessitated its removal to the first floor where the entire hall was available.

William S. Dunn retired from Dunn Brothers, Inc., in 1934 and Romeyn S. Dunn continued to operate the store. The store was located in what is today Harts Store and the post office on the north side of Main Street. Romeyn Dunn had served the Town of Wheatland as supervisor since 1927. He resigned in June 1935 to accept the appointment as superintendent of Monroe County Penitentiary. At a special town meeting in Mumford, E. Howard Francis, Sr., was appointed Dunn's successor as supervisor for the balance of the term. In 1936 George Boylan was elected supervisor.

In the year 1931 John Leonard moved from Geneseo to Scottsville. He was a school teacher in the Rochester High Schools, but in 1937 he resigned from his position to devote all his time to his business. He started the Craftsman Supply House in a shop in the rear of his residence at No. 35 Browns Avenue.

After McVean died in 1934 the "bean house" remained vacant until 1936 when it came into the possession of Elbert Carver. He razed the rear addition and remodeled the old church building into a residence. Between 1937 and 1940 Carver remodeled several of the old houses on Church Street and brought back some of the post-colonial atmosphere to the street. At this time Carver also built the house at No. 23 Rochester Street for Dr. N. F. Coulter.

The Railroad Centennial was celebrated on August 27, 1938. One hundred years ago the Scottsville & LeRoy Railroad began operations between Scottsville and Mumford and a year later to Caledonia.

The important feature of the celebration was a parade of historical floats which was organized at the high school grounds. After parading through the village as far as the cemetery, the floats were transported to Mumford. Here the parade was re-formed by the marshal, S. King Brown, and proceeded to the Fair Grounds at Caledonia where the celebration continued. Speakers were Judge Arthur Jay Lacy of Detroit, Frank H. Goler, vice-president of the Rochester Historical Society, Morley B. Turpin and Harry K. Annin, president of the Big Springs Historical Society. A pageant, consisting of eight historical episodes, was presented. Mrs. Everett Cameron was the director and Mrs. Romeyn Dunn, the narrator.

The members of the Bethel Chapel decided to unite with the Second Baptist Church in Mumford. As a consequence, Bethel

Chapel in this village was closed in 1937. In January 1938, the Smith Warren Post of the American Legion purchased the building for a meeting place.

In December, 1938, Robert Green, who learned the butcher trade in George Bly's market, purchased the Bly market located on the east side of St. Joseph's Hall building.

Boccaci first opened a shoe repair shop in the house where James Cameron lived, next west of the Scottsville Grill. In 1938, he purchased from Van Hooser the store at No. 9 Main Street where he and his sons continued in the shoe repair business. After his sons left to serve in World War II, he closed the shop.

John Cox, Jr., was born in Wheatland in 1860 and moved to New York in 1883 where he became a noted architect and genealogist. He first assisted George William Cocks in writing the "History and Genealogy of the Cock-Cocks-Cox Family" in 1914. In 1938 he published the book "Quakerism in the City of New York 1657-1930." In his youth in Wheatland, he owned one of the first high wheel bicycles and rode it from his home on South Road to Browns Avenue School which he attended.

The cobblestone Quaker Church on Quaker Road was acquired by the Genesee Grange No. 958 in 1938. The Quakers stopped using the building for church services in the early 1870's and from that time until 1938 the building was used for residential purposes.

In the same year Everett Darrohn sold his coal business to the Rochester Fuel and Feed Company. Frank Mathews moved into the little office building used by Darrohn since 1915, and has continued to operate his insurance and real estate business in that location to the present day.

The old iron bridge over Oatka Creek, on Canawaugus Road, was razed in May, 1938, and a new bridge was erected. The new structure was of reinforced concrete and erected by the Rochester Concrete Construction Company.

Arthur Torpey sold his interest in the Scottsville Garage to his partner, Rosenworth, in 1937, and a year later Rosenworth sold the business to Jarrett.

In the spring of 1939, Cecil King of Rochester purchased the sheds of the old Eagle-Cargill Hotel from Jarrett. King remodeled the sheds into a sales room and garage and has since operated an agency for Dodge and Plymouth automobiles at that location.



# SCOTTSVILLE

## CHAPTER XVI

1940-1952

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ON SATURDAY, June 22, 1940, after a year's delay, the village of Scottsville celebrated its one hundred fiftieth anniversary. A parade of floats proceeded through the village to the school grounds where it passed in front of a large group of spectators in the grandstand. The floats represented Allen's and Sheffer's log cabin, first log school house, the Quaker Church, and another in which the Boy Scouts depicted the life of the Seneca Indians. George Skivington I told the story of early Scottsville as portrayed by the various floats.

An exhibition of early American furniture and other historical material was held in the Masonic Temple. In the evening a costume ball, with a gay nineties motif, was held in the high school. Thomas J. Conners, principal of the school, was general chairman of the celebration, and William H. Cox supervised the exhibition of historical furniture.

The contracting business of Wells Brothers was taken over by John T. Wells in 1940. Three generations of the family have been active builders in the town, since Moses Wells came to Wheatland in 1815.

Since 1931, Lawrence DeAlfonso has been engaged in the grocery and vegetable business at No. 12 Main Street. In 1940 he purchased Van Hooser's building on the south side of the street and moved to that location. DeAlfonso took his son-in-law, Samuel Mobilo, into the business, and the name became the Scottsville Fruit and Vegetable Company. The store was remodeled and increased in size in 1948 when the garage on the east side was included in the store.

The Smith-Warren American Legion Post was host to the Monroe County American Legion Convention in the Scottsville High School in 1940. Mayor Stephen Wells gave the address of welcome. Anthony V. Cotroneo of the Flower City Post was elected County Commander to succeed George C. Monagan.

The automobiles and bus service decreased the number of passengers using the Rochester branch of the Pennsylvania Railroad

to such an extent that in April, 1941, the passenger service was discontinued.

The mill building erected by the Wheatland Milling and Power Company in 1904, and enlarged by the Flower City Tissue Mills in 1916, was partially destroyed by fire in 1940, only the new brick portion built in 1916 remained standing, the rear frame portion was destroyed. Soon after the fire the Lawless Brothers Paper Company sold the paper making machinery to a southern company. In 1947, the Lawless Brothers organized the Dorey Corrugated Paper Products Incorporated, under the management of Raymond F. Dorey. The building was remodeled and equipped with new machinery for the manufacture of special packages for display and boxes for shipping. The plant employs about twenty-five workers and has the facilities to handle more than one million square feet of rough paper board in one week.

On December 7, 1941, Japan staged her sneak attack on Pearl Harbor and the United States was again involved in a World War. While the active part fell upon the shoulders of the young men who entered the service, the people back home also contributed their share. There was fuel, food, and gasoline rationing. Various drives were organized to sell bonds, obtain funds for the Red Cross and the War Chest, to collect scrap metal, paper and rags. A junk dump for needed metals was maintained on Main Street. (See Appendix No. 38 for list of World War II veterans.)

John Keys died in December, 1941. He and his brother, William, had conducted a general store in the cobblestone building since 1890. William continued to run the store until 1944 when he retired from business. Three years later Keys sold the property to Cecil King, but the building remained unoccupied.

After John J. Lattuca returned from the service he opened an insurance broker's office in 1946 at No. 29 Main Street. In July, 1950, Lattuca purchased the old cobblestone store and the little brick office building from Cecil King. He remodeled the old buildings, in great need of repair after many years of neglect, into stores and apartments.

The Methodist Episcopal Church of Scottsville gradually declined in membership until it was difficult to maintain the church. In 1944 after an existence of one hundred fifteen years, the members decided to close the church. The last pastor was Rev. Howard Pasel.

James Cameron I died in May, 1945. He had been the village undertaker since 1907. The business was continued by his son,

James Cameron II. He received his training in the Simonds School of embalming at Syracuse, New York, and was associated with his father before his death.

The candy and ice cream parlor at No. 24 Main Street was taken over by F. Leland Horton in 1945. He came to the village from Williamson in 1941, and still maintains the store.

Boccaci sold his shoe repair shop at No. 9 Main Street to Boss and Dinolfo, who opened a plumbing and heating business. A year later Boss sold his interest in the business to his partner. Dinolfo closed the shop a short time later. In 1946 Robert Elliott purchased the building and opened a variety store. Two years later, in 1948, he sold the business and building to Margaret Brown.

George Alepoudaikas, owner of the Scottsville Grill, died in October, 1946. His wife continued to carry on the business.

The Scottsville Dairy, operated by Mark Floppema for fifteen years, was sold to Michael Marshall and Paul Czapranski in May, 1946. Several years later Marshall sold his interest in the dairy to his partner. Czapranski has improved the dairy barn and increased his herd of cows.

After serving the village as mayor for seventeen years, Stephen Wells was succeeded by Elbert Carver in 1945. Carver has been three times re-elected and is the mayor of Scottsville at the present time.

For more than fifty years "Dunn's Store" was an institution in the village. It was the last of the old-time general stores to close its doors. For years the store included the two buildings, now the Harts' Store and the postoffice. In 1944, Romeyn Dunn combined the grocery and drygoods department into the west store and rented the east store to the United States Government for a post-office. The postoffice located at No. 12 Main Street was moved to this location. Julius McVean, who was then postmaster, changed positions with Romeyn Dunn. Dunn became postmaster in May, 1945, and McVean took over the rural delivery route from Dunn. Dunn continued to operate his store until 1947, when he sold the business to the Harts Food Stores from Rochester. Harts Food Stores completely renovated the interior and operate the store at the present time. Romeyn, familiarly known as "Dubby," is still the postmaster. In 1942 he was elected to the office of Supervisor. Two years later, Arthur Torpey was elected to the office and has been re-elected in each town election since that date.

After their return from the service, Lewis and Frederick Boutwell built an automobile service station, just south of the

village, on the Canawaugus Road. The station was opened in March, 1947.

John White opened a pool room in the building on the east corner of Race and Main Streets in 1935. His son, William White, opened a barber shop in 1938 in the little brick building next to the cobblestone store. The shop was closed while he was in service. Soon after his return from the army, his father died, and William took over his father's shop and continued as barber.

In December, 1946, Robert Green sold his market at No. 20 Main Street to Mrs. Georgiana Bonnet. She conducted the meat market for about a year when she closed the shop and returned to Rochester.

During 1948, George W. Tenny built a woodworking shop with living quarters above the shop on the west side of Scottsville Road about one-half mile north of the village.

Nearly every evening the people of the village enjoy hearing the beautiful automatic chimes located in the Scottsville Library. They were given to the village as a war memorial by R. T. Miller, Jr., together with the paneled oak wall in the Library containing the names of more than five hundred and fifty local men and women who served their country in time of need from the Revolutionary War through World War II. The memorial was designed by Carl F. Schmidt, architect.

After Herbert L. Woodward died in 1939, his wife, Anne, and her son, Edward, conducted the hotel until 1941 when Edward enlisted in the army. The hotel was then run by Mrs. Woodward until 1945, when it was sold to Frank Peters. The hotel was soon transferred by Peters to Rongo and Macaluso. In 1948, it was purchased by Sidney M. Lewis, who is the host in the Oatka Hotel at this time.

The coal business established by Wallace Vokes in the early "thirties" was sold by him to Edward H. Schmittendorf in 1948. Three years later Schmittendorf closed his office and coal yard at the west end of Maple Avenue and opened a coal yard near the old Pennsylvania Railroad station. In December, 1952, he sold his coal business to William Kiel.

After Everett Darrohn abandoned his coal yard in 1934 at the Pennsylvania Railroad, the lease was taken over by Lewis H. Galusha. He conducted a coal business until 1949, when he sold the business to William Kiel.

Byron Losee died in December, 1948. He had operated the village drug store since the death of his father in 1914. Mrs. Jessie

Losee continued to run the store but the services of a pharmacist were needed. Therefore, she sold the drug store in August, 1950, to Norman Emblidge, a well-known pharmacist in Rochester, who operates the store today.

Since 1938 W. W. Swingle has been a painting contractor in the village. After his son, Walter, returned from the service he was taken into the business under the firm name of W. W. Swingle and Son. They also opened the "Paint Shop" at No. 34 North Road in 1949, selling paints, wall paper and decorating supplies.

A new bridge was erected over Oatka Creek on Bowerman Road in July, 1949. The new bridge was built on a new alignment to remove some of the sharp curves that made the approach to the old bridge hazardous. The contract price for the new bridge and approaches was \$101,962; the contractor was Potter-DeWitt Corporation of Pavilion, New York.

Since 1949, Mahle and Krenzer have been conducting a sport shop at No. 18 Main Street.

For many years Byron Northrop, a Spanish War veteran, ran a village shoe repair shop. At one time he was located at No. 42 Main Street, then at No. 20 Main Street. He died as a result of an accident in November, 1949.

Early in 1949 the Kennedy Dry Cleaners opened a shop in the little brick building. After Northrop's death they moved to No. 20 Main Street, their present place of business.

On March 22, 1949, LeRoy M. Slocum I died. After retiring in 1927, he collected historical information regarding the town of Wheatland. It was a great help in writing this history. The Slocum Hardware store was taken over by LeRoy Slocum II when his father retired. It is still operated by him with the assistance of his two sons, William H. and LeRoy Slocum III. There has been a Slocum Hardware Store on Main Street since 1849, when George Slocum opened his store.

The controversy between the Genesee Lime Products, Inc., and the Village of Scottsville was brought to trial before Justice H. Douglass Van Duser in February, 1949. The justice, presiding without a jury in the Equity Term of the Supreme Court, dismissed the injunction suit brought by the Genesee Lime Products, Inc., against the village and Mr. and Mrs. Lawton B. Palmer. The company had cleaned out a ditch on the Palmer property which drained off the water. The village then filled in the ditch with logs and gravel, and built a dam to maintain the community's water supply. Justice Van Duser ruled that the Genesee Lime Products, Inc.,

had no perpetual easement to enter on the Palmers' land, east of the village's four springs and catch basin which supplied the villagers with potable water. George Skivington I and his son, George Skivington II, represented the village. The suit was settled in the fall of 1950 by the payment of \$4,000 to the Genesee Lime Products, Inc.

In May, 1950, Scottsville's physician, Dr. Clarence R. Pearson, was honored by the Rochester Academy of Medicine. A certificate of merit was bestowed upon Dr. Pearson for service in the field of health.

Roger Clydesdale, of Clydesdale and Kelly, died in June, 1950. He and Miss Agnes Kelly organized the firm in 1934 and established a wholesale grain business in the "old mill house." Shortly after Clydesdale's death, E. William Swain became a partner in the firm of Clydesdale and Kelly.

An old-time craftsman of the town, Goodard J. Freidell, died August 27, 1950. Born in Scottsville in 1861, he learned the cooper trade from his father. In 1886 the two purchased Harvey Hyde's cooper shop. Freidell carried on the business until his retirement in 1917. He was the third generation of his family to pursue the trade of cooper in the village.

The Town Board of Wheatland appointed Mrs. Miriam Bischetsrieder town nurse in 1950. In Scottsville, her office is in the Scottsville Free Library building, and in Mumford, in the Mumford Community building.

For five years Albert Callon operated an electrical supply store at No. 12 Main Street and resided in the house at No. 8 built by Abraham Hanford in 1814. He closed his store in the summer of 1951, and in October George Blaker opened a woodworking shop. Blaker lives in Belcoda.

After his return from the service in 1946, Norman R. Craig and his wife, Elizabeth, started the Craig Jam Kitchen in their home on Second Street. They specialized in home-made raspberry, strawberry, and pineapple jam. The business grew very rapidly; they increased the size of the jam kitchen; and today they are equipped to make and fill more than twenty-five hundred glasses of jam a day. The Craigs supply stores in western New York as well as in Utica, Syracuse and Rochester.

Early in the spring of 1950, Edward Gregg sold his service station on the corner of North and Scottsville Road to Benjamin Wilcox. Gregg had operated the station since the early "thirties." Wilcox sold the property a year later to George Gray from Gates

Center. Gray completed the construction of the concrete block garage started by Wilcox.

Margaret Brown, who purchased the variety store at No. 9 Main Street from Robert Elliot in 1948, sold the building four years later to Mrs. Stella Kosinski. She remodeled the store and moved the Scottsville Liquor Store from No. 10 Main Street to this location.

After serving in the United States Navy, Dr. William Tyler located in the village of Scottsville in 1946. He practiced medicine and resided on Rochester Street, corner of Genesee Street, until the summer of 1952, when he moved to Kingsport, Tennessee.

Henry J. Clune settled in Scottsville in the early "twenties." He built his house on a bluff overlooking Sheffer's flats on what was once a part of Sheffer's farm. For many years he has written the "Seen and Heard" column in the "Rochester Democrat and Chronicle." In 1933 a book containing selections from this column was published. His first novel, "The Good Die Poor," was published in 1937; it is a story with a newspaper background. Four years later, "Monkey on a Stick" appeared; and in 1947, "Main Street Beat" reached the bookstores. On November 18, 1952, "By His Own Hand" was published. This book, a story about an industrial colossus, establishes Henry W. Clune as an American novelist.



# MUMFORD

## CHAPTER XVII

1799-1809

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THE SOUTHWESTERN part of the town of Wheatland was settled for the most part by Scotchmen. They were tired of the tyranny of the English landowners and impressment of their sons into English military service. The first group of these settlers left Broadalbain, in the highlands of Perthshire, and sailed from Greenock early in March, 1798. They arrived in New York May 1, and continued on to Albany in a small sloop. From there they proceeded to Johnstown in Montgomery County, a place of rendezvous for the Scotch emigrants, because a number of their friends had settled there several years before.

Hearing of the Scotch settlers who were in search of land, Charles Williamson visited them, hoping to induce them to settle around what is now Caledonia. Captain Williamson, himself a Scotchman, was the agent of an English landowner, known as the Pulteney Estate. He found the Scots poor in purse, but rich in courage, in spirit and in the habits of industry; characteristics that life and success in the wilderness require.

Mr. Williamson became to them not only a patron, but a friend and benefactor. He offered them lands on liberal terms in a favored location near the "Big Springs" and assured them provisions until they could harvest their crops. He promised them also one hundred and fifty acres of land for the support of a minister, fifty acres for educational purposes, and two acres for a church site near the "Big Springs." They selected five of their number to go to the "Big Springs" area and investigate the locality. The five men were Malcolm and James McLaren, Hugh McDermid, Donald McPherson and John McVean. They were so pleased with what they saw that, when they met Williamson on their return journey, between Canandaigua and Geneva, they made a contract for the purchase of land at three dollars an acre, payable in wheat at seventy-five cents a bushel.

In March, 1799, while there was still sleighing, the first group of Scotchmen left Johnstown for the "Big Springs." Included in this group were Peter Campbell, James and Malcolm McLaren, and

John McNaughton with their wives; as well as Donald McVean, and Hugh McDermid, who were single men. In the fall of the same year, John McPherson, John McVean, Alexander Thompson, John Anderson and Donald Anderson arrived with their families.

The Big Springs area was once the home of the "Turtle" clan, a small tribe of Seneca Indians. The first white men to locate here were two Englishmen named Kane and Moffatt, who arrived about 1795. They built a log house near the "Springs" which they used as a tavern for about three years. They were followed in the tavern by Peterson and Fuller about 1798. When the first Scotch-men arrived they found Peterson in his tavern, but the entire region was an unbroken wilderness.

The only road, if it could be called a road, was the old Indian trail that ran east to Canawaugus and Hartford (now Avon) and west to LeRoy. It was the great war path of the Iroquois Indians that crossed the river at Canawaugus and went directly to "Big Springs" and on to Tonawanda. In 1798, Williamson had this path improved to some extent. The improvement consisted of widening it slightly and filling in some of the holes and bogs so that an ox team could manage to get through.

They had a few neighbors because the little settlement at Scottsville boasted about twelve people. Dugan and Schoonover were located on the Canawaugus Road near Dugan's Creek, and in 1799 Francis Albright settled at Wheatland Center.

The Scotch settlers did not locate in a group with the idea of building a village, but they bought large plots of land to clear for farming. They located on lots that extended from several miles south of what is now Caledonia in Livingston County, north through what is today Mumford, west along the Oatka Trail and east as far as Wheatland Center. Therefore some of the history of Mumford is closely related to the history of Caledonia. The Scotch settlers formed a large community, whose center was the church, which was eventually built in Caledonia. Donald McPherson, the McLarens, Alexander Thompson, and John McPherson settled on Creek Road, now called Oatka Trail; and John McNaughton settled on lot No. 40 west of Albright's mill.

It is extremely difficult for us today to imagine the situation of the pioneers in their new surroundings. They needed log houses and tools. They needed boards but there was no sawmill. Fields needed to be cleared of trees, stumps and boulders. Wheat was scarce and often smutty and flour made from it was black. Oxen

were needed and John McNaughton used to relate how they had to sell what clothes they could spare, to rent the oxen from the people of Avon and Geneseo so they could plow their fields. The pioneers endured much hardship and privation, and the spring of 1800 was undoubtedly welcomed with thanks and joy.

The sound of the ax was heard from sunrise to sunset during the winter of 1799-1800. All were clearing the land for planting. Even after the land was cleared of trees and brush, it was full of stumps, roots and stones. Plowing was a slow process, only a few feet of earth could be turned without meeting some obstruction. Wheat was sown by hand and covered with a three-cornered drag. Corn was planted without reference to rows, wherever earth enough could be dug to cover the seed. The reaping was done by hand with a sickle and the threshing with a flail.

After Williamson made the agreement with the Scotch settlers, he employed Jonathan Baker to build a mill at the Big Springs. The mill stones were purchased in Albany from Dudley Walsh and it cost thirty-five dollars to transport them to the Big Springs. It is reported that Finley McPherson was one of the principal workmen; he was paid six shillings (\$.75) a day and boarded himself.

In 1803 John McKay came to the Scotch settlement and in the following year purchased from Williamson two hundred acres of land, including the grist mill erected at the outlet of the Big Springs, for a little more than two thousand dollars. This tract of land included the site where the village of Mumford now stands, as well as the water-rights on Spring Creek. In the following year he built a sawmill next to the grist mill.

More Scotch settlers came soon after the first group. Among them were John Christie, John McLaren and the McKerchers. The so-called second emigration, numbering about thirty persons, came from Scotland in the summer of 1803.

John Christie left Scotland in 1795 and first located in Johnstown. He purchased one hundred forty-three acres of land on lot No. 1 on Creek Road at three dollars an acre. Here he built a log house and cleared enough land during the first summer to plant the corn he brought with him in a blanket.

The first schoolhouse west of the Genesee River was built in 1803. It stood on a knoll on the south side of Creek Road about 550 yards west of the bridge over Oatka Creek. The land was obtained from John McVean.

The first teacher was Alexander McDonald, and McLaren's history of Caledonia notes that he was the most harsh and tyran-

nical man to ever wield the birch. By his sanctimonious talk and appearance, he produced the impression upon the minds of the parents that he was imbued with unusual holiness. McDonald was finally dismissed after his undue severity was discovered and he emigrated to Canada.

As often was the case, the settlers built a schoolhouse which also served as a place of worship on Sunday. A religious society was organized November 10, 1802, at a meeting held at Peter Campbell's house. The presiding officers were Alexander McDonald and John McNaughton and it was voted to call the society the Caledonia Presbyterian Religious Society. The trustees elected were Thomas Irving, Duncan McPherson, Peter Campbell, John Christy and Peter Anderson.

The settlers met regularly on the Sabbath in the little log schoolhouse. Sometimes they were able to obtain the services of a minister, but generally the scriptures were read and commented on. Peter Farquarson was often called upon to do the reading.

The society that was organized in 1802 was incorporated for the purpose of utilizing the Pulteney gift, and on March 5, 1805, the religious body was organized. The Reverend Jedediah Chapman of Geneva officiated, and he relates in his journal: "Lord's Day, March 4, 1805, I preached in Caledonia in a large schoolhouse which was full and there were large numbers out of doors . . . They expressed a desire, if I thought proper, to be organized as a Presbyterian Church. I then appointed a conference on Monday for that purpose." The church was taken under the care of the Presbytery of Geneva and was occasionally supplied by Reverend Chapman and Reverend Linsley of Big Tree, now Geneseo. The elders of the first church were Donald McKenzie, Duncan McPherson and Donald Anderson.

Findley McArthur and his son, John, arrived in 1803 with their families from Glenlyou, Scotland. They purchased that portion of lot No. 25 on the north side of Oatka Creek and built a log cabin near the creek at the south end of the lot. Due to high water they built another log cabin a few years later at the north end of the lot near the road. It is today the home of Paul Skivington on the Scottsville-Mumford Road.

Donald McKenzie came to America from Scotland in 1804 and first settled in West Mendon, then West Bloomfield, and finally located on the site where the Spring Brook Hotel and the New York State Fish Hatchery are now. He purchased this tract of land from John McKay. McKenzie was a very talented man, a

millwright, clothier, inventor and farmer. He was a prolific writer, recording historical incidents, keeping account books, recording business affairs and copies of letters he wrote. They have become a very valuable collection to the historian.

In 1806 he built a sawmill on which he cut the lumber to build his fulling mill. He became the first clothier west of the Genesee River. By 1809 he was doing a thriving business and also added a carding machine. In 1810 he added a small woolen shop. His description of the building when applying for fire insurance states that it was a two-story frame building thirty by seventy feet with a shed for a dyehouse.

Donald McKenzie also purchased lot No. 25 on which he built a grist mill in 1828. He sold portions of this land to Remington and Allen and Findley McArthur.

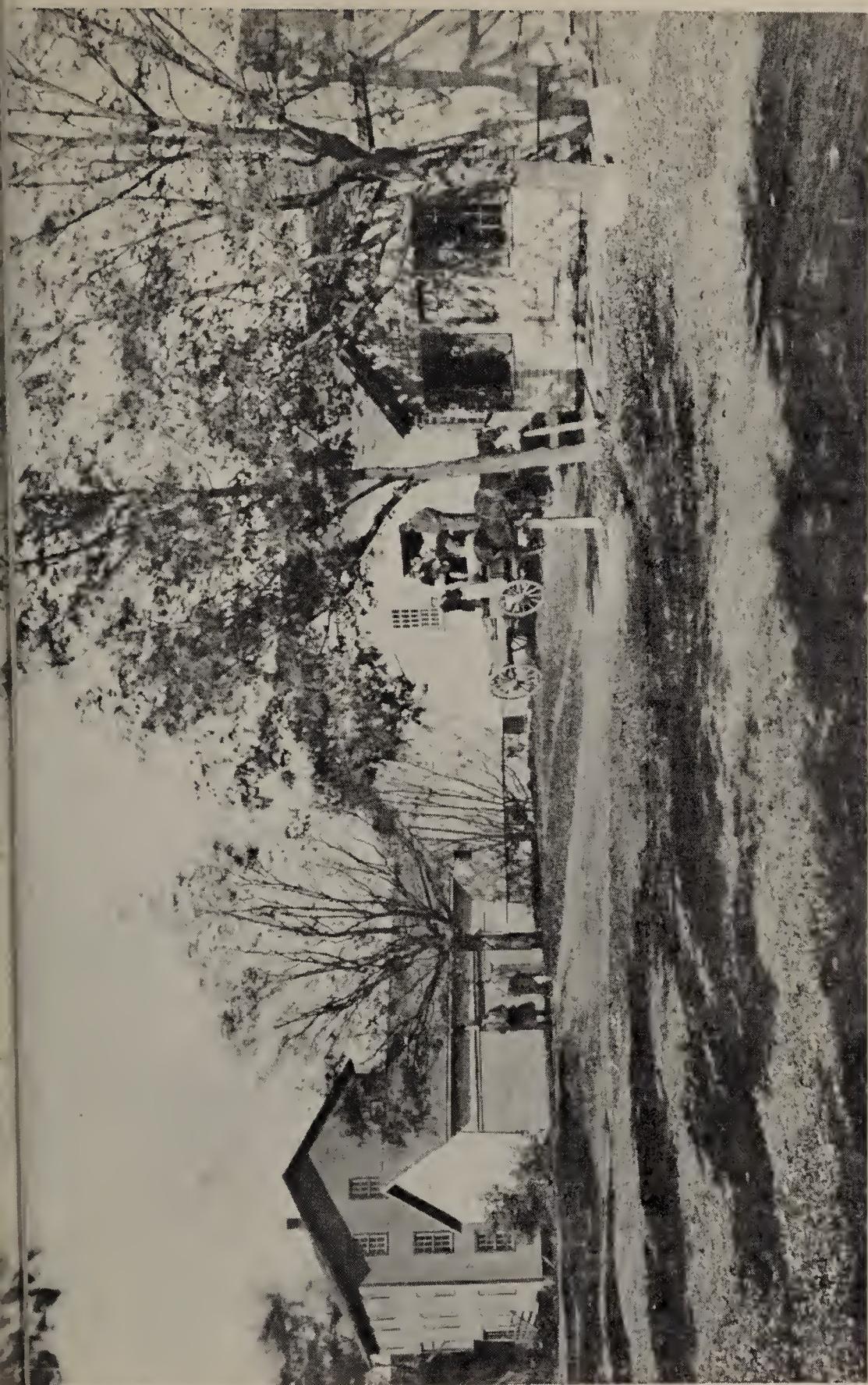
William Armstrong, a native of Falkirk, settled on the south side of Oatka Creek west of the Wheatland Center Road in 1805. He had seven sons and three daughters. Five of the sons eventually pushed westward, but William and Archibald remained.

Robert McKay, brother of John McKay, came to the Big Springs in 1808 and in 1812 they were joined by Mordecai. In 1808 Robert joined his brother John in the milling business and they built a new grist mill, consisting of a single run of stone, on the west side of Spring Creek north of George Street. A year later Robert McKay sold his interest in the mill to Thomas Mumford and returned to Caledonia and engaged in selling merchandise.

Joseph McCombs came from Germany with his parents in 1803. They settled on Flint Hill, about two miles west of Mumford. Joseph and his brother, James, were taught to play the fiddle by their father and became prominent fiddlers.

There is a curious story how the name became McCombs. The original name is said to have been Combs, but since nearly all the names of the Scotch settlers began with "Mc," the Mc was so often added to his name that it finally was accepted, and the name became McCombs.

GEORGE STREET IN MUMFORD





# MUMFORD

## CHAPTER XVIII

1810-1819

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AT THIS time what is now the village of Mumford was known as McVean's Corners. It consisted of a few log cabins and McKay's mill on the north side of George Street. These were trying days for the frontier settlers. Trouble with England was brewing and Buffalo and Fort Niagara were important stations.

In 1812 a semi-weekly mail route was established between Canandaigua and Batavia, and a postoffice was opened in Caledonia. Until this route was established it was necessary for the people to go to Canandaigua for their mail. After the war began with England, this road became the main supply route to Fort Niagara. The Scotch settlers organized a company with Captain Robert McKay as commander.

Donald McKenzie, in an address before the Mumford Lyceum in 1843, tells of a visit of a British fleet late in 1812 as follows: "In the latter part of the year 1812, being on a visit with my wife at her father's at the mouth of the river, he accompanied us on horseback to the residence of my brother-in-law, Abel Rowe, on Ridge Road. The next morning as we were mounting our horses to return, a messenger arrived with an express stating that a British fleet was approaching the mouth of the river, and requesting Captain Rowe to call out the militia immediately. Returning on our way towards the landing, we could hear distinctly the report of every cannon fired by the enemy. After leaving my wife with the family of my worthy friend Benjamin Fowle, at the landing, we hurried as fast as possible to the mouth of the river. But nothing was to be seen of the fleet nor of the few families there. We rode immediately to my father-in-law's old log house, standing then on the very spot where now stands the United States Light House, fastened our horses, and from there, with my brother-in-law, William Hincher, Jr., went on foot to the beach at the lake. We soon discovered the fleet sailing toward us from the direction of Braddock's Bay, but not anticipating any danger, we remained on the spot until it approach quite near us. We were shortly saluted with a twenty-four pounder, which whistled through the bushes where we

stood, and entered the bank of the lake in our rear. This shot was in rather too close proximity to us to be agreeable. I afterwards dug the ball out of the bank and used it for a number of years to grind indigo with in my woolen factory." According to McKenzie, the British squadron then retreated without landing or doing any injury.

Before the middle of the decade very little wheat was shipped to eastern cities due to transportation difficulties. Fortunately the needs of the new settlers and the American army during the war consumed the bountiful harvests to some extent, but many of the barns were filled with grain and the farmers had no cash money to buy the needed things. Some farmers built small distilleries because large quantities of whiskey were in demand on the frontier.

The small mill built by the McKays in 1808 was inadequate for the needs of the growing community. Therefore McKay and Mumford, the owners, dismantled the old mill and on the same site built on thick stone foundation walls a three-story timber frame structure. It was equipped with four run of stone. The builder was a man named Wallace.

From the account books of Donald McKenzie we have taken the following items. On January 4, 1816, Donald McKenzie purchased a picking machine from William Finlay for the sum of forty dollars. He agreed to pay Finlay ten dollars down in cloth, ten dollars in May and twenty dollars next year, all to be paid in cloth.

In March, 1818, he made an agreement with Cyril S. Warner to frame his new house. To use plank shingle, one plain door and four windows of twelve light. McKenzie was to find the material and pay Warner by balancing his account and pay him fourteen dollars, four in cash and ten in accounts when completed by May first.

In May, 1818, he bought a carding machine from Andrew Sill, Jr., of Burlington, Otsego County, for the sum of two hundred fifty dollars. He paid him twenty dollars and gave him one note for one year for one hundred dollars with interest, payable in wheat at Moses Gibson's mill, and another note of one hundred thirty dollars with interest in wheat at the same place.

(See Appendix No. 32 for items sold in John Cameron's store in Caledonia.)



# MUMFORD

## CHAPTER XIX

1820 - 1829

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DURING 1821 Oliver Allen I and William Remington arrived in Caledonia and rented from Donald McKenzie his clothier works and woolen factory. Oliver Allen I was born in Pittsfield, Massachusetts in 1798, and came to Canandaigua with his parents in 1815. While he was employed in the Higbee Woolen Mills in that village he met William Remington. The two young men became friends and moved to Caledonia where they formed a partnership and rented McKenzie's factory. Their venture prospered and in 1829 they were able to erect their own factory.

After Donald McKenzie rented his factory he moved to his farm. In a letter to his father he tells about repairing a shop on his farm where he thrashed grain by waterpower with a "picking machine" such as was used to pick wool. He also made a small cylinder with four knives in it to cut his straw for provender. It also was run by waterpower.

McKay and Mumford parted company in 1822. John McKay sold his interest in the mill to Thomas Mumford and returned to Caledonia where he took over his old mill at the Big Springs. Thomas Mumford transferred the mill to his son, Elihu H. S. Mumford, who operated it until 1833.

In the early 1820's John W. Watkins built a small frame building which he opened as a public house. It was located on the northwest corner where the Mumford Community Hall now stands. After a few years the business passed into the hands of Benjamin Dobson.

The first schoolhouse in the village of Mumford was built in the early 1820's. It was located on the west side of William Street on the third lot north of Dakin Street.

Thomas Faulkner, who settled in the town of Wheatland in 1815, was born in Derry, Ireland. When he was a lad, the family moved to Scotland and Thomas lived there until he enlisted in the First Regiment of Royal Scots. He was injured when Fort Erie was blown up on August 15, 1814, taken prisoner, and moved to Batavia. After he recovered he came to Wheatland and found employment. In 1825 he purchased from John McNaughton lot

No. 5 on the north side of the Oatka Trail. He at once began the building of the interesting Post-Colonial house that now stands on the hillside.

The first physician to settle in the locality was a Dr. Tower, in 1826. He practiced medicine only a short time before he died.

At this time Stephen Cooper ran a cooper shop in the community. He was kept very busy making barrels for the flour mill of Elihu Mumford.

A Silas Remington was employed in the Remington and Allen mill as a cloth finisher.

It appears that Donald McKenzie, who rented his clothier works in 1821, could not long remain on his farm, because early in 1826 he made a contract with a Mr. J. Roberts to dig a raceway for him. The raceway was to extend from the creek to his proposed grist mill and was to cost seventy dollars. The raceway was to be forty feet wide at the top and thirty feet wide at the bottom and to be two and one-half feet deep.

McKenzie built his grist mill in 1827 on the south side of Oatka Creek about three hundred fifty feet east of the State Street bridge. He also built the stone house, known as the miller's house, about one hundred fifty feet southwest of the mill. McKenzie hired Samuel Harrison, a master miller, to operate the grist mill for him. Harrison agreed to work for twelve dollars a month and board, and received two-thirds of his salary in cash and one-third in cloth.

In 1829 Donald McKenzie sold to Remington and Allen ten acres of land east of the grist mill, including the water rights, for the sum of \$1,250.

After Remington and Allen built their new mill, Donald McKenzie returned to his woolen mill.

(See Appendix No. 33.)

An interesting story is told about Oliver Allen I, an ardent prohibitionist, and how he was forced to supply liquor to his workmen. The mill Remington and Allen built required a large water-head to turn the water wheel. It was necessary to construct a mill-race running southwest from the mill to what was then called "the swamp." At that time there was no machinery and all raceways were pick and shovel operations. The race was about twelve feet wide and six feet deep and required about fifty workmen. Custom at that time required an employer on such work to furnish liquor for the workmen's mid-day meal. Allen did not relish the idea, but the workmen demanded liquor or they would not work. Allen finally bowed to the custom and bought several barrels of whiskey.

At the completion of the mill Remington and Allen began the manufacture of woolen goods on a large scale for those early days.

After McKenzie, and Remington and Allen built their mills, the roadway leading to them from the four corners became a much-used highway. It was called Reaction Street and for several years the hamlet was called McKenzie's Corners.

McKenzie developed a certain type of mill-wheel which he called a reaction wheel. He used this wheel in his grist mill and it led to the naming of the street.

A stone building was erected by Libbens White on the north side of George Street in 1828. It was used for many years as a malt house. In 1831, when White purchased lots No. 7 and 20 from Mumford, he was given permission to build a flume from Spring Creek, through the rear of lot No. 6, to his malt house for the purpose of distilling.

There was also a potash business located on the first lot south of Oatka Creek on the west side of Main Street.

John W. Lawson settled on lot No. 86 west of Mumford in 1807. In the early "twenties" he built a two-story stone house on a road now abandoned. The road started on the north side of George Street, west of the cemetery, and followed the creek in a north-westerly direction until it crossed the creek and joined Oatka Trail at the John McPherson farm. The house was located northwest of the Irvin-Sheffer house. The house was razed in the "nineties" and the stone was used in building the Irvin Chapel in 1897. A second floor room in this house was used by the Masons as a Lodge room. Frank Sheffer, who lives in the old Irvin house, remembers the room with its painted Masonic symbols.

There is a curious story, still repeated by some of the "old-timers," that this house sheltered Morgan, who in 1826 threatened to publish the secrets of Masonry. He was kidnapped and secreted for several days with his captors in the old Lawson house. These people say that they saw the stone that Morgan marked in order to leave a trail.

(See Appendix No. 34.)



# MUMFORD

## CHAPTER XX

1830 - 1839

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THE IMPROVEMENT of transportation facilities made possible the great expansion of farming in this decade. The completion of the Erie Canal in the "twenties" and the building of the Scottsville-LeRoy Railroad, the Scottsville Genesee River Canal and the Genesee Valley Canal in the "thirties" made possible the shipping of agricultural products to the east. Farming became a big business and more and more land was cleared for planting.

The grist mills, saw mills and plaster mills along the Oatka Creek were busy day and night. The blacksmiths, wagon-makers, coopers and the millers were busy meeting the increased demands.

McKenzie's Corners was gradually growing into a village and Elihu Mumford directed that a survey be made of the village in 1830. Property lines were often the cause of disputes, because of the casual description given in the deeds, which referred to large boulders, trees, and meandering creeks as established points. Alvin Savage began the survey, but he was succeeded by Duncan R. McNaughton, who completed it in 1832. McNaughton first learned the trade of wagon-maker but mastered the art of surveying and became known as an engineer. He died in 1879 at the age of 81 years. It was at this time that the village began to be called Mumfordville for Elihu H. S. Mumford.

In 1830, soon after his arrival, Hamilton Hollenbeck began the building of a three-story tavern. It was located in the rear of the second lot south of the four corners on the east side of Main Street. It took John Butterick, the carpenter, three years to build this large structure. The ballroom had a spring floor and a man named Fowler, a well-known fiddler, made the Hollenbeck tavern famous in its day.

Robert and Thomas Brown came to America in 1820 from Ireland. They settled first in Argyle, in Washington County, where their brother, James, resided. In 1827, both came to Caledonia. After selling goods from packs they carried for several years, they opened a general store in the village. They became very successful merchants and in 1831 Robert Brown opened a general store in

Mumford on the southwest corner of Main and George Streets. It was then a large lot and the little store stood at the extreme south end of the lot facing Main Street. Here he successfully conducted his business until 1860, by which time he had accumulated a large fortune.

The school house built on William Street in 1816 became too small to serve the needs of the growing village. A new and larger stone schoolhouse was built on the north side of Dakin Street in the first lot west of the corner lot. It consisted of one large room but later another room was added. The deed to this property was dated May 1, 1832, from Elihu Mumford to the trustees of the district for the sum of ten dollars.

On October 6, 1832, Donald McKenzie's woolen mill was destroyed by fire. All his carding and spinning machines, his power looms, and stock of wool were lost. Through some oversight his insurance had run out and he estimated his loss at \$15,000. The mill was never rebuilt.

Elihu Mumford retired from the milling business in 1833 and rented the mill to Hollam Hutchinson. Four years later Mumford sold the mill to Hutchinson with the necessary water rights to propel four run of mill stones not exceeding four feet eight inches in diameter.

A plot of ground on the north side of George Street and east of Spring Creek was purchased by Philip Garbutt from Robert Brown late in 1833. Probably Philip Garbutt built his plaster mill on this site soon after its purchase.

The little tavern, built in the early "twenties" on the site where the Community Building now stands, was moved in 1835 to the lot on State Street next east of Sheehan's store. Then Libbens White built a two-story brick hotel building on the site where the first tavern stood. The first landlord was Duncan McNaughton, who conducted the hotel for twenty years. This building is today the front section of the Mumford Community Building.

About this time Samuel Irvin came to the town and located about one mile west on the George Street highway near John W. Lawson's farm. He first built a log cabin and later a one-story stone house in front of it. A second story was added in later years. Irvin was a woodworker and was employed by Archibald Renwick, a blacksmith, in Caledonia.

It was in 1835 that Michael Cain came from Ireland and settled in Mumford. He was a blacksmith and worked in the village until 1866, when he opened a shop in Wheatland Center.

In this year a small frame church building was erected on the lot where the schoolhouse now stands. It was called the Episcopal Church of Mumford. The minister was Reverend Gillespie, who was able to give the church only part of his time. After a few years the society dissolved.

Five years after settling in Caledonia, James Blair moved his machine shop to the village of Mumford in 1837. He was anxious to obtain better water power and water rights. He purchased a plot of ground on the north side of George Street about half way between William and Smith Streets. Here he built his house and shop in a dense thicket of trees. At that time Spring Creek was not confined to its present channel, but flowed across what is now George Street in a number of streams and rills.

Blair was born in Dundonald, Scotland, in 1809, and there learned the trade of machinist in wood and iron. He first settled in Caledonia where he opened a machine shop for general work near "Christie's Mill." He became interested in building a threshing machine to eliminate the old hand method of separating the wheat with a flail. In his spare time he built a stationary threshing machine, which was a successful improvement over the old flail method. The motive power for operating the machine was a combination of three cog wheels, laid flat, with a small central cogwheel that revolved and controlled the three large wheels. The small central wheel was set in an iron frame into which a number of shafts were attached and to these one or two teams of horses were hitched. The horses walked around in a circle to operate the machine. The driver sat on a raised seat or stood on the center of the frame with a long whip in his hand to keep the horses moving. This machine was capable of threshing five hundred bushels of grain a day.

For many years James Blair made and shipped to many grain-growing sections his threshing machines.

The building of the Scottsville-LeRoy Railroad is related in detail in the Scottsville chapter. The people of Mumford were even more concerned about the problem of transportation than were the people of Scottsville. The section between Scottsville and Mumford was completed by 1837 and extended to Caledonia the following year. Elihu H. S. Mumford was one of the incorporators and active in the sale of its stock. Duncan R. McNaughton assisted Alvin Savage in making the survey.

The railroad approached Mumford on the north side of Oatka Creek and at a point about due north of Smith Street turned sharply south, crossed the creek on a bridge, and continued south in a

straight line through Smith Street. It then followed the east bank of Spring Creek, past Donald McKenzie's sawmill to the grounds of the old Caledonia School. The railroad was abandoned in 1840.

In 1838, Daniel C. McNaughton moved from Caledonia to Mumford and here established himself in the undertaking business which continued through three generations. He was the son of Peter McNaughton, who settled in Caledonia in 1817 when Daniel was nine years old. Daniel learned the undertaking business, as well as that of cabinet maker, as both trades went together in those days. His house and shop were located on the east side of Main Street opposite Dakin Street. His shop is now the home of J. F. Chesterton. In the house next to the shop were born his twelve children. He resided there until his death in 1879.

During the years 1838 and 1839 the Reverend Charles B. Smith, a Congregationalist clergyman and noted revivalist, held meetings in the upper floor of Blair's machine shop. A number of people were converted and a Congregationalist Church was organized numbering twelve or fifteen members. After a few years the services were discontinued.



## MUMFORD

### CHAPTER XXI

1840 - 1849

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THE GRISTMILL built by Donald McKenzie east of the State Street bridge was purchased by Oliver Allen I in 1841. It was operated by the Allens or their tenants until 1901 when it was destroyed by fire.

Remington and Allen dissolved partnership in 1841. William Remington took as his share part of the lands owned by the firm and took up farming. His son became a Baptist preacher in the west. Oliver Allen I took over the woolen mills and enlarged their capacity. He installed new power looms and additional machinery for manufacturing various qualities of woolen goods. The mill gave employment to many people and was a market for home-grown wool. The wool was brought to the mill in the farmers' wagons and it was not unusual to have as many as twelve or more wagons arrive in a single morning. A custom prevailing at that time required Oliver Allen to provide mid-day meals for all those arriving before noon.

Money was still scarce, and little or none passed between seller and buyer. Much business was done by barter. The farmers would take cloth in payment for their wool.

Milton A. Hyde, born in Arkport, New York, in 1817, first came to work in the store of Thomas Brown in Caledonia. In 1841 he moved to Mumford and was employed by Robert Brown as clerk. Elwood Burgess arrived in the same year, at the age of sixteen, and he also entered the employ of Robert Brown to learn the business.

It was during the "forties" that Israel Ellsworth drove a stagecoach between Mumford and Rochester for a man named Phelps. After he left the employ of Phelps, Ellsworth operated his own passenger and freight conveyance between Mumford and Caledonia until his death in 1879. Phelps continued at various times to operate a stage to Rochester and he acted as stage driver.

A postoffice was established in Mumford in June, 1844, and Duncan McNaughton was appointed postmaster. He was at this time conducting the Exchange Hotel on the northwest corner and

the postoffice was located in his hotel. Five years later, in June, 1849, Renselear N. Havens was appointed postmaster.

Dr. John R. Craig came to Mumford in 1846 and practiced medicine in the village for many years. He was born in Drumfriesshire, Scotland, in 1813. He studied medicine at the University of Edinburgh. After his arrival in America in 1841, he practiced medicine for five years in York and then moved to Mumford.

During the year 1844 Oliver Allen I took his son, Oliver Allen II, into partnership with him and the firm became Oliver Allen & Son.

Oliver Allen I died in November, 1848, and his son, Oliver Allen II, took over the business. Young Allen was only twenty-one years old at the time but his ability as a business man was soon proven. He gradually extended the business and improved the mill. When competition of the large eastern mills affected the markets in Philadelphia, New York and Boston, he turned his eyes westward. The rapidly growing cities of Chicago and St. Louis proved to be excellent markets.

The family residence was located across the highway from the mill. Oliver Allen II improved the house and laid out extensive gardens. A large fish pond was included in the garden from which fresh trout could be taken and served.

Throughout the "forties" the plaster mill built by Philip Garbutt on the north side of George Street and east of Spring Creek was in operation. Dougald McQueen ran the mill for Garbutt at that time. This building was later altered into a residence and is now owned by George Skivington I.

For a short time Philip Garbutt also had a general store on the southeast corner of Main and State Streets. Adam Charlton of Garbutt was his storekeeper. The store later passed into the possession of Phelps and Havens.



## MUMFORD

### CHAPTER XXII

1850 - 1859

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MILTON HYDE, one of the clerks in Robert Brown's store, leased the stone brewery and malt house on the north side of George Street in 1850. He successfully conducted that business over a period of years. Sometime during the "fifties" Hyde purchased the store on the northeast corner built by Otis Comstock. Comstock conducted a general store and Hyde continued in the same store for many years.

Fire destroyed Hamilton Hollenbeck's hotel in 1851. After the hotel was built, it was conducted by John Watkins and he was followed by Ira Harmon. Hollenbeck was the host when it was destroyed by fire.

During the summer of 1851 the Reverend W. W. Everts, pastor of the Wheatland Baptist Church at Belcoda, preached occasionally in Mumford. Reverend Everts was mainly interested in church expansion and he found a fertile field for his endeavors in Mumford. In the latter part of the year he circulated a subscription for building a meeting house and soon obtained nearly two thousand dollars. On January 18, 1851, the subscribers met and selected Oliver Allen II, Jedediah Phelps and Peter Garbutt as their building committee. After the committee purchased a lot on the southwest corner of Main and Dakin Streets, there remained \$1800 in the building fund. Two months later they made a contract with Rensselaer Wilcox, a local carpenter, to build a meeting house, the dimensions to be thirty-eight by fifty-four feet and to cost \$2400. The frame of the building was raised October 5th, and a bell weighing one thousand pounds was hung in the steeple in December.

The First Baptist Church of Mumford was organized December 9, 1852, with a membership of thirty-eight and on August 23, 1853, it was dedicated by Reverend W. W. Everts, and the Reverend C. A. Wardner, pastor-elect of the congregation, assumed his duties. His pastorate continued until January, 1857, when he resigned. (Complete list of pastors in Appendix No. 35.)

Most of the membership of this church was drawn from the

mother church at Belcoda. This separation caused much bitterness among some of the members of the Belcoda Church.

William Ball, Sr., a mason by trade, built the foundations for the Mumford Baptist Church.

Duncan McNaughton was again appointed postmaster in July, 1853, and continued to fill this office until 1860.

The shops built by James Blair on George Street in 1837 were destroyed by fire in 1854. The buildings were not insured and he lost not only his buildings but his machinery as well. However, he immediately rebuilt his shops. His business continued to increase because more wheat was grown in the western states resulting in a greater demand for his threshers. As soon as the steam engine came into use, Blair developed an improved threshing machine run by steam power.

During the latter part of the "forties" the Catholics in the vicinity of Mumford occasionally met in the home of Michael Callon. Both Reverend Father Edward O'Connor and Reverend Father James McGlew conducted services in Michael Callon's house. About 1854 St. Patrick's Roman Catholic Church of Mumford was built. The priests from the church in Scottsville officiated in the church until 1886, when St. Columba's Church was erected in Caledonia and then the priests from this church ministered to the Mumford congregation.

Michael Callon, born in Ireland in 1815, came to Mumford in 1840, a year after his brother, Lawrence, settled in the village. He learned the trade of "farm-wall-layer" or "dry-wall-mason" from Martin Derham. Many hundreds of miles of these stone fences were built in western New York, but the craftsmen who built them have all passed away.

Peter Farley came to Mumford in 1856 from Massachusetts where he was born eighteen years before. He learned the trade of carriage painter and he became very proficient in that trade.

Archibald Grant and his brother, Peter, came to Mumford from Scotland in the 1850's. Archibald, a mason, engaged in his trade until his death in 1890. Peter was a wagon maker.

Toward the end of the decade the little stone building on the west side of Main Street, now housing the postoffice, was occupied by a Mr. Hawkins. This was a harness shop and the frame lean-to on the north side was his work shop. Later the lean-to became the tailor shop of John Taylor. Many of the older inhabitants still remember him as a very tall, thin man, who always wore a frock coat and a high stovepipe hat.

During the "fifties" and "sixties" Philip Garbutt and his son, Peter, ran the flour mill on the east side of Spring Creek. Peter ran the mill as well as a general store located in a house on the south side of George Street. The Garbutt plaster mill was also a busy place at this time because the farmers still believed the ground gypsum to be a fertilizer. Lawrence Callon and John Ward said they remember when farmers with their wagons would be lined up from Garbutt's plaster mill to Main Street, awaiting their turn for a load of land-plaster.

John and Henry Brown also had a carriage factory at this time.

It is said that Rensselaer Wilcox built Phoenix Hall soon after he completed the Baptist Church. It was a two-story building on the southeast corner, with provisions for a store on the first floor and a hall for entertainments on the second floor. How it came to be called Phoenix Hall for so many years has long been forgotten. A son of Rensselaer conducted a store there after the building was completed.

From 1852 until 1860 Ira Harmon operated a plaster mill, making land-plaster, on the north side of George Street east of Brookside Drive. He mined his gypsum from pits on his farm in Belcoda and hauled it by wagon to the mill.



# MUMFORD

## CHAPTER XXIII

1860 - 1869

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WHEN ROBERT BROWN retired in 1860, Elwood Burgess, who had charge of his store, took over the business. Charles Burgess, a brother of Elwood, had a store in Caledonia. Some kind of a partnership was arranged between the brothers because the firm name in Mumford became Charles and Elwood Burgess. They moved into the store on the southeast corner about 1869, remaining there for about fourteen years.

In March, 1860, James McQueen succeeded Duncan McNaughton as postmaster in the village. He located the postoffice in a small shop on the east side of Main Street where Baldeck's store now stands. He also conducted a store selling groceries and crockery.

During the same year the brick school house on the corner of Dakin and William Streets was erected. The old school, built in 1832, stood on the second lot east of the new school. The teachers in the old school were James B. Covey, Lanklan Catana, Samuel D. Simons, Reuben D. Jones and D. D. S. Brown. Jones later became Superintendent of Schools in Rochester and Brown became clerk of the County of Monroe.

About 1860 David Nichols opened a carriage shop. He was born in Canada in 1839 and first located in Rochester. His shop was on the north side of George Street.

In 1862 Thomas Ward purchased the Exchange Hotel on the northwest corner. During the eighteen years he was host, he built a long porch on the front and south end of the building. A porch with a long row of chairs was a typical feature of hotels during the last half of the century.

During the Civil War years people were very anxious for news from Washington about the fighting. There were no local newspapers or telegraph offices. It was therefore necessary to obtain news from visitors to Rochester or from newspapers arriving from the city. Stories have come down to us that Mumford had two gathering places for such news. Mr. Phelps drove a stage to Rochester several times a week. On his return he would stop at George

Wilcox's store, and relate to the people the latest news. Another place was the postoffice and store of James McQueen.

The mill of Oliver Allen was kept busy making material for soldiers' uniforms.

William Field, a boot and shoemaker, conducted a shop in the village from the middle "sixties" until about 1872. He lived in the house next north of Donald Purdie and to the north of his house, near the street, was his small shop. Larry McCormick, a shoemaker, worked for Field.

At this time there was a large cooper shop in operation next west of Hutchinson's mill. The shop was located about two hundred feet north of the highway.

Donald McNaughton was elected supervisor for the Town of Wheatland to four successive terms, 1864, 1865, 1866 and 1867. He was born in Mumford in 1830. When a boy he worked for Oliver Allen and in the store of Peter Garbutt. McNaughton became interested in law and studied at home. In 1865 he was admitted to the bar in Rochester and opened a law office in Mumford, where he practiced a short time. His father, John C. McNaughton, was a millwright. The family homestead was on State Street, next west of Oliver Allen's residence. Donald McNaughton built his small law office west of the residence. About a year later he also opened an office in Rochester which he maintained until his death in 1893.

During the "sixties" Dr. John R. Craig was living in the house on Dakin Street west of the Baptist Church. His daughter, Jane, born in 1844, married Reverend Milton B. Comfort in 1866. Shortly after their marriage they were sent to India as missionaries by the American Baptist Union. They established a mission in Gowardhatly, India, where they worked for twelve years.

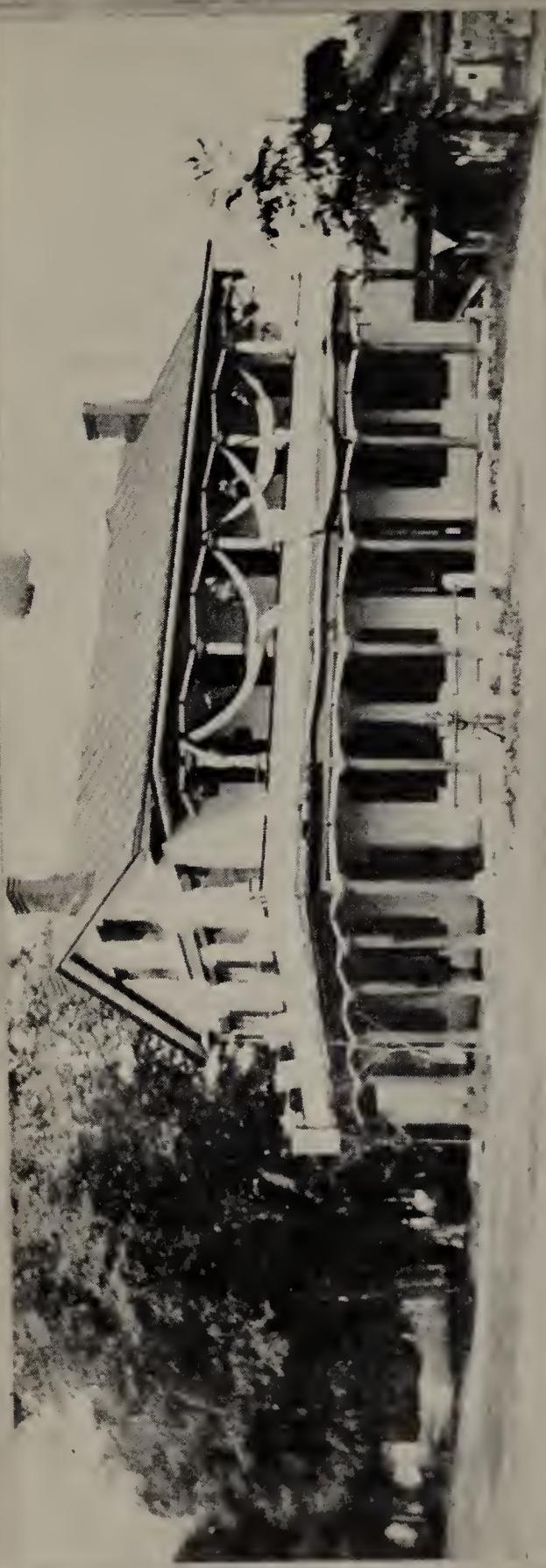
Also during this decade Stephen Salisbury operated the old McKay-Mumford grist mill on George Street. He was born in Ontario County in 1806, came to Mumford in 1862, and soon thereafter purchased the mill. Near the close of the decade he sold the mill to Galbraith and Hammond. Salisbury purchased the malt house and brewery on George Street. He also built a saw mill on Spring Creek back of Garbutt's plaster mill. This saw mill later was used as a pipe factory and paper mill.

In the latter years of the decade, Thomas Ward had a series of fish ponds on the west side of Main Street north of the hotel. Rawson Harmon and Squire Burtis operated a fish hatchery on the west side of Main Street north of Thomas Ward's ponds. The

## HISTORICAL SITES IN THE VILLAGE OF MUMFORD

1. Ruins of Oliver Allen woolen and cloth mill.
2. The miller's house of the McKenzie grist mill.
3. The Oliver Allen homestead.
4. Residence of Donald McNaughton.
5. St. Patrick's Catholic Church.
6. The first Mumford State Line Railroad station.
7. Site of Strobel's woolen mill and L. H. Gardner Paper Company. (Previously the site of Stephen Salisbury's saw mill.)
8. Garbutt Plaster Mill (now a residence).
9. Once, part of the Blair shops; later, it housed Hyde's electric plant; now, Burt and Sons saw mill.
10. The site of Harmon's and McQueen's plaster mill; also, the carriage shop of Nichols and Son.
11. Site of Hamilton and Swan malt house.
12. Patrick Hickey's blacksmith shop.
13. Site of Donald Purdie's carriage shop.
14. Now A. J. Baldeck's store. At one time, the store of Woodward & Keefe and Neid & Skivington.
15. Store built by Otis Comstock; later, occupied for many years by Milton Hyde, Alexander McPherson, and John Frey. Now, conducted by John Sheehan.
16. Site of Phoenix Hall.
17. Exchange Hotel.
18. Site of Hamilton Hollenbeck's hotel.
19. Once the residence of Newell Skinner, cabinet maker and carpenter.
20. Homestead of Daniel C. McNaughton.
21. Daniel C. McNaughton's shop.
22. The Baltimore and Ohio Railroad station. It was closed in 1951.
23. The First Baptist Church of Mumford, built in 1853.
24. Site of Donald McKenzie's grist mill built in 1827.
25. Residence built by Milton Hyde.
26. Schoolhouse built in 1860.
27. Harry Harvey's hardware store.
28. Store built by John Neid in 1901.
29. For many years William Donnelly's hotel.
30. United Presbyterian Church completed in 1883.
31. The shops of William Koeberle, John McMurray and William Champ were located in this building.
32. Site of former village firehouse.
33. Site of old carriage shop.
34. Site of the McKay-Mumford mill built in 1817 and destroyed by fire in 1894.
35. Site of McQueen's distillery; later, George Stewart's shop.
36. The Second Baptist Church, rebuilt in 1949-1950.
37. Site of schoolhouse built in 1832. Later, it was used by Duncan B. McNaughton for a foundry.
38. Site of Blair's machine shops.
39. The store of Peter Garbutt was located in this house.

EXCHANGE HOTEL IN MUMFORD



county directory lists them as "Harmon and Company, propagators of brook trout."

Henry Hilborn succeeded Hawkins as the village harness maker about this time. His shop was in the little stone building on the west side of Main Street.

During the "sixties" Dugald McQueen built a distillery on the south side of George Street just west of the old village hall building. He also purchased the plaster mill on the east corner of George Street and Brookside Drive formerly owned by Ira Harmon.

Deacon Newell Skinner came to Mumford in 1847 as a young man of eighteen. He became a proficient carpenter and cabinet maker. He lived on the east side of Main Street next south of the lot where once stood Hollenbeck's hotel.

The school house in District 2, known as the Flint Hill School, was built in 1868. The deed, dated August 11, 1868, transfers the property from John Tearney to William N. Crosby, Mathew Murray, and William Grant, school trustees, for the sum of twenty-five dollars. This schoolhouse was closed in 1942.

The 1869 county directory lists "Guilford Harmon and Mathias Whitney as dealer in drygoods, groceries, drugs and medicines." They occupied the store on the southeast corner. Guilford Harmon, the grandfather of Chester Harmon of Scottsville, lived on Dakin Street. After a year's trial, the store was taken over by Charles and Elwood Burgess.



# MUMFORD

## CHAPTER XXIV

1870-1879

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THE UNITED Presbyterian Church of Mumford was organized May 13, 1869, by the Presbytery of Caledonia with twenty-six members. Reverend William J. Robinson of Beulah was instrumental in organizing the church. Construction of the church on the corner of George and William Streets was started in 1870, but it was not completed until 1883. The church is built of blocks of marl, quarried from the farm of Oliver Allen II and donated to the church. Andrew J. Warner of Rochester was the architect for the church.

The Reverend William J. Robinson of Beulah was the first pastor and served both Mumford and Beulah Churches until February 1873 when he was succeeded by Reverend H. Haney in June. Reverend Haney also served as pastor to both churches until 1884. In April of that year the Reverend J. A. Nelson began his ministry as the first local pastor. (See Appendix 36 for list of pastors).

While the members were waiting for the completion of their church they met in various places. Between 1873 and 1878 they met on the second floor of a building on the south side of George Street owned by Dugald McQueen.

In the "seventies" James F. Gordon rented the Blair Shops to continue his experiments in perfecting his "self-binder," for cutting and binding grain in one operation. James was assisted by his brother, John Henry Gordon. The Gordons did not manufacture the binders but sold the "rights" or "licenses" to various manufacturers. D. M. Osborne & Company of Auburn, N. Y., Walter A. Wood & Company and the McCormicks were making thousands of binders before the end of the decade. After successfully concluding his experiments, James Gordon moved to Rochester.

Charles H. Swan was born in Ontario County in 1824 and in 1860 moved to Mumford. For short periods he resided in Riga and Caledonia, but in 1870 returned to the village and entered into a partnership with Mr. Hamilton in the malting business. The firm of Hamilton and Swan conducted the malt house on the north side of George Street opposite the Donnelly House until 1890.

William H. Wilcox, son of Rensselaer Wilcox, was born in 1856. He taught school in the Mumford schoolhouse for eight years, and was often referred to as "the beloved schoolmaster." William later went to St. Louis.

The following information was related by John Ward. In the "seventies" the village board refused to issue liquor licenses. Therefore, his father, Thomas Ward, erected a high board fence around the Exchange Hotel and barn. He refused to serve meals, rent rooms, or care for the horses of the travelers. This kept farmers, laborers and traveling salesmen from the village. John McKenzie, who lived in a frame house on the south side of George Street, which later became the Donnelly House, opened a temperance hotel and boarding house. He sold a drink called "bitters," consisting of a little whiskey and bitters mixed with water. The village board also encountered financial troubles because the fees received from the licenses were a main source of income. Consequently there were no funds to help the poor. Gradually the "bitters" became a very popular drink because the whiskey content kept on increasing and the amount of bitters decreased. The village board finally compromised and again issued licenses for the sale of alcoholic liquors. William Donnelly then purchased John McKenzie's house and opened it as a hotel. Donnelly was born in Connecticut in 1841 and came to Mumford in 1876 where he conducted the Donnelly House until his death in 1904.

Early in the decade P. C. Wolcott opened a small shop where he made brooms. It was located on George Street between Blair's machine shop and Garbutt's plaster mill.

At this time the village fire department was located in a small building on the south side of George Street opposite Burt's saw mill. The village hall was a small frame building next west of the firehouse. Both of these buildings were razed after the Mumford Community Building was completed in 1939.

John N. Jones was the village shoemaker. His shop was located on George Street between the Exchange Hotel and Hamilton & Swan's malt house. He had as many as six shoemakers working for him at one time.

In March, 1872, Alexander McPherson purchased Milton Hyde's store on the northeast corner. Two months later Harriet E. Maynard succeeded James McQueen as postmaster.

Mr. E. C. Smith opened a carriage shop on the south side of State Street next to the Burgess store.

Isaac Merriman, son of Israel Merriman, moved to Mumford

from Belcoda. His father was a soldier in the American Revolution. Isaac was a cooper by trade, but after he moved to the village he conducted a livery stable for a number of years.

A group of men from Rochester and the villages south of Rochester all the way to Pennsylvania had for more than ten years tried to arouse an interest in building a railroad from Rochester to the coal fields. Two men from Mumford, Oliver Allen II and Donald McNaughton, were very active in promoting this venture. During the winter of 1868, the Rochester and State Line Railroad was incorporated and Oliver Allen II was elected vice-president. The first survey was made in 1869 by William Wallace, who thirty-five years before surveyed the Scottsville-LeRoy Railroad. The building of this road progressed rapidly until the summer of 1873. Then the first indications of the financial storm became apparent. This temporarily halted the construction of this railroad as well as hundreds of others. The panic of 1873 was essentially a railroad panic. Work was suspended on the State Line until the directors were able to make a contract with Waterman & Beaver of Philadelphia for enough iron rails to reach from Rochester to LeRoy. Iron rails at that time were selling for \$88.00 a ton. This stretch of road was finally opened early in 1874. The country began to recover from the panic when manufacturing industries were revived and farm products brought better prices.

In September, 1876, work was resumed on the railroad and in the following year the tracks were laid as far as Warsaw. The road was finally completed to Salamanca in 1878 amid general rejoicing along the entire line. Oliver Allen II drove the last spike for its completion at the celebration in Salamanca.

The first locomotive on the line was called the "Oliver Allen," in honor of the man who worked so zealously to build the railroad. It was built by Brooks of Dunkirk, New York. Allen was elected president of the railroad in 1876 and served until the reorganization in 1880.

The first railroad station was built about one-half mile east of the four corners. It was approached from State Street by a short street, called Depot Street, about opposite the center of the triangle made by Oatka Avenue. Oliver Allen II gave the right of way for the station and Depot Street, providing the station would be located at that place. This eastern section of the village was called "Pennywrinkle" at that time. No one living today seems to know why it was given this name or what meaning it had. In later years when Harvey Remington took possession of the Allen homestead

he sold the right of way to the railroad so that the new station could be located nearer the center between Caledonia and Mumford.

The town of Wheatland again elected Donald McNaughton supervisor in 1871 and re-elected him in '72, '73 and '74.

Dugald McQueen died early in 1875. He left his nephew, Duncan McQueen, the plaster mill and storehouse on the corner of George Street and Brookside Drive and his nephew, James McQueen, his abandoned distillery.

Early in the "1870's" Donald Purdie opened a carriage shop in the rear of the lot next south of his house on the east side of Main Street. Later he added a blacksmith shop and additional shops until they covered the lot. He carried on this business for nearly fifty years, usually employing about five or six men, although there were times when as many as fifteen men were working in the shops. Donald Purdie was born in Argyleshire, Scotland, in 1832. About twenty years later he came to Mumford. Few people in the village knew he was a writer of note on religious and social questions, because for years he wrote under the pen name of Josiah Sparks. He was a contributor to the American Christian Review and the Octographic Review.

Sometime in 1876 James McQueen purchased from Galbraith and Hammond the old McKay-Mumford grist mill. John Ward related that as a boy he often worked in this mill. He would shovel the middlings or bran into the creek for fifty cents a day.

During the depression years, 1873-1879, the Garbutt Plaster Mill was closed. It was opened for a few years in the early 1880's but was finally closed by John W. Garbutt in 1886.

Dr. Lucius W. Byam was born in Warsaw in 1844 and graduated from the University of Buffalo in 1870. He first practiced medicine in Wyoming, Geneseo and Dansville and in 1876 came to the village of Mumford, where he practiced for more than thirty years. In 1877, Dr. John R. Craig, the village physician since 1846, retired and moved to Rochester, where he died in 1883.

John Ward, son of Thomas Ward, was born in 1857. John left Mumford when a young man to learn the trade of carriage builder in Cleveland, Ohio. When the 1873 panic shut down factories, he returned to Mumford. In 1877 he entered the florist or "greenhouse business" as it was then called and continued in business until 1922. George Stewart built his greenhouse just south of his house where his father's trout ponds used to be. At that time Stewart charged Mr. Ward eight dollars for a thousand board feet of hemlock lumber. Good pine was thirteen dollars a thousand board feet.

During the decade David Nichols formed a partnership with Graham under the firm name of Nichols and Graham. Before coming to Mumford Nichols worked in Rochester where he became interested in the new idea of labor unions. At this time he organized a journeymen's union in Mumford consisting of himself as carriage builder; Graham, as blacksmith; Peter Farley as carriage painter and a man named Powers, as a trimmer.

The building standing over the creek, on the south side of George Street, was purchased by Keefe in 1878, and used as a blacksmith shop.

For the second time the name of the woolen mills was changed to Oliver Allen & Son. In 1872, Oliver Allen II took Oliver Allen III into the firm.

The woolen mill of Oliver Allen & Son was at the height of its productivity, Allen's keen sense of business in turning to the west to sell his woolens and flannels returned large dividends. At this time he hired a well-known salesman from New York City, N. L. Phipps, who introduced the cloth made in the Allen Mill to the cities on the Pacific coast. When A. G. Spaulding, the great National League baseball player, organized his athletic and sporting goods store in Chicago, his speciality was outfitting baseball teams with uniforms. For years the flannels used in making uniforms were made in the Oliver Allen & Son mill.

Daniel C. McNaughton died in 1879 after operating an undertaking and furniture business in Mumford for forty-one years. The undertaking business was called McNaughton & Son. Duncan Blue McNaughton continued the business after his father's death.

George D. McNaughton, another son of Daniel C., began his medical studies with Dr. R. J. Menzie of Caledonia and completed his studies at Bellevue Hospital in New York City. He became a noted gynecologist in Brooklyn. Two other sons, Daniel C. and Stewart, became dentists in New York City.

By 1878 Duncan B. McNaughton had established a foundry on the north side of Daken Street in the old schoolhouse. He made plows and plow points, and also spent much of his time developing a bean-puller. In its trials it worked fairly well, but occasionally left patches of beans standing. This discouraged him and he gave up working on it. Malcolm McNaughton, a graduate of Stevens Institute, was the foreman in this shop.

A new postmaster was appointed in May, 1877. Ezra Price succeeded Harriet Maynard. Price was running a general store at that

time where A. J. Baldecks is now located. The postoffice was in the front left side of the store.

An auction notice appeared in the newspapers that Thomas Ward would auction the brick building called the Exchange Hotel, on March 26, 1879. He stated it was a large two-story hotel with two cisterns, two never-failing wells, commodious barns, wood-shed and greenhouse.



## MUMFORD

### CHAPTER XXV

1880 - 1889

THE ROCHESTER State Line Railroad, now the Baltimore & Ohio, was reorganized in 1880 and the new management changed the name to the "Rochester and Pittsburgh Railroad Company."

Michael Freeman came to America in 1849 and first located in Rochester. About 1880, he moved with his family to Mumford. Soon after their arrival in the village, a son, James Freeman, who was a blacksmith, opened a shop over the creek on the south side of George Street. This building was formerly occupied by James Keefe. Shortly thereafter he purchased the carriage shop of E. C. Smith on State Street. Freeman also sold agricultural implements and coal. About the middle of the decade James Freeman formed a partnership with Theron Brown, son of Charles Brown.

Michael Freeman, II, a brother of James, learned the blacksmithing trade in Mumford and opened a shop on George Street. He then went to Byron and later to Beulah where he ran shops.

The sawmill on Spring Creek north of the Garbutt plaster mill was closed after the death of Stephen Salisbury in December, 1881.

The old McKay-Mumford flour mill, conducted by James McQueen since 1876, was sold to George Harmon of Churchville in 1881 for the sum of \$9,000. Harmon increased the facilities of the mill by installing another turbine wheel.

In 1882 Harmon secured George Page and his son, William, to run the mill for him. Later in the "eighties" the Pages purchased the mill from Harmon for the sum of \$15,000.

The Lowry Brothers, David and Nelson, started a coal business early in 1882. They built their coal sheds and installed a weighing machine near the State Line Railroad station. Early in life, Nelson was a school teacher. This business was eventually purchased by James Freeman.

James Day was born in Mumford in 1855, and learned the trade of carriage painter. In 1880 he purchased the old stone building that stood on the south side of George Street and once housed McQueen's distillery. Here he opened a paint shop. The venture was not successful and after a few years he closed the shop and

found employment in the shop of Dave Nichols.

John Harvey learned the trade of tinsmith in the village of Bergen. After his arrival in Mumford, he opened a small tin shop on the west side of Main Street, next south of the store on the four corners. His business increased so rapidly that in 1882 he moved his shop across the street into a lean-to on the south side of the Burgess store.

George Stewart was an energetic business man. He was not only a carpenter and builder, but was interested in various business ventures. At this time he had a shop on the south side of George Street which was later used as the town hall. Here he also operated a cidermill and made sorghum molasses. A newspaper item of the time states that the cane grown in the Mumford area yielded about twelve hundred pounds of syrup from one ton of cane, or about one hundred gallons. In the late 1880's he also took over the Garbutt plaster mill and opened a shop where he turned out spokes and hubs for wheels, and hammer handles for a firm in Rochester. Between the plaster mill and Spring Creek he operated a sawmill. The power was obtained from his shop.

After the death of Elwood Burgess in 1882, his son continued the business for several years in the store on the southeast corner. In the middle of this decade John E. Harvey took over the store. When he was appointed postmaster in 1889, he moved the post-office into this store.

In 1881, while the Reverend A. S. Freeman was pastor of the First Baptist Church, the members of the First Baptist Church of Wheatland in Belcoda united with the Mumford Church.

The Exchange Hotel had been taken over by Malcolm McVean but he left it before his lease expired. He moved to Rochester where he rented another hotel. It is said that Henry McCarthy took over the unexpired lease and conducted the hotel.

From an old Mumford newspaper, March, 1882, we read, "There has been sixty cases of scarlet fever in the village, nine deaths have occurred in the school district, all under ten years of age." How fortunate we are today that medical science has conquered some of the dreaded diseases.

It was at this time that Duncan Blue McNaughton conceived the idea of lining his coffins with cloth stretched over the surfaces and held in place with a special glue. The firm of casket makers, Chapel, Chase & Maxwell of Rochester, came to Mumford to have McNaughton show them how the cloth could be stretched and held by gluing.

The old Salisbury sawmill site was purchased by W. D. Strobel, Jr., and L. L. Allen in 1882. Strobel was a native of Astoria, Long Island. They built a new woolen mill, called the Trout Brook Woolen Mills, and installed fifty looms and all necessary modern equipment to produce flannel and suitings. Between forty and fifty people were employed in the mill. Mrs. Wilcox who worked in the mill as an inspector, earned fifty cents a day. She then learned how to weave, and a good weaver earned twelve dollars a week. Two years after the mill opened, L. L. Allen retired from the business and Strobel continued alone.

The firm of Nichols and Graham was changed to Nichols and Collins. In 1883 Nichols left Mumford for Rochester but returned the following year. He opened a carriage shop on the east corner of George Street and Brookside Drive where McQueen's plaster mill had been located. The firm was called David Nichols & Son. The showroom was on the first floor in the front section of the building, the blacksmith shop in the rear, and the paint shop on the second floor. A plank incline in front enabled them to run the carriages up to the paint shop.

From 1880 to 1885 Noble Bostwick conducted a meat market in a small shop on the north side of George Street. The rear part of the Mumford Community Building now occupies this site.

Oliver Allen II was still operating the old McKenzie flour mill and advertising the good qualities of "double extra Genesee" and "Magnolia" flour.

Charles McNaughton succeeded Ezra Price as postmaster in March, 1882. He also took over the general store (now Baldeck's store). McNaughton died in 1885, and the store was taken over by Woodward & Keefe. Chester D. Woodward received the appointment as village postmaster and the postoffice continued to occupy a front corner of the store. A year later they improved and enlarged the store.

The first telephone line from Rochester to Buffalo was completed in 1884. The main line bypassed Mumford and Caledonia and followed the Oatka Trail road to LeRoy. These two villages were connected with branch lines to Rochester and Buffalo. Mr. Ward related that as an inducement to people to install telephones, they gave thirty days' free service. The first telephone was installed in Woodward & Keefe's store and the village people went there to make calls.

The building on the southwest corner of Main and George Streets was purchased by James Grant from William Donnelly in

March, 1885, and opened as a meat market. Grant remained only four years. In 1889, the market was taken over by Lawrence O. Callon.

The express route between Mumford and Caledonia, that also carried passengers and mail to the railroad stations, was taken over by Daniel McQueen after Phelps retired. In the early "eighties" McQueen sold the express route to James Innes. Then in 1886 William Lawson I gave up farming and started an express route carrying passengers and mail. He rented the stables in the rear of the Exchange Hotel from Edward Turney who was proprietor of the hotel at that time.

The malt house of Hamilton and Swan was a very busy place since they also acted as agents for barley needed by the various city breweries. During 1887 they sold more than seventy-five thousand bushels of barley. Their best customer was the Genesee Brewing Company of Rochester.

The demand for the woolens and flannels made at the Trout Brook Woolen Mill was so great that the mill was running day and night. More than four hundred dollars was distributed as weekly wages by Strobel. In 1887 he purchased the old Hiram Smith mill site at Wheatland Center and built another woolen mill, which he called the "Trout Brook Woolen Mill No. 2." The products of his mill were shipped to Boston, New York and Philadelphia in the east, and to Chicago and St. Louis in the west.

A fire company was organized in 1887 with thirty-five members. D. B. McNaughton was elected president and Emmett Marks, chief engineer. A fire truck was purchased from the Ramsey Company of Seneca Falls. Two companies were formed, William Page was the leader of the hook-and-ladder company and C. D. Woodward of the bucket company.

In the small building on the north side of George Street, once used by Bostwick as a meatmarket, Edward J. Boylan opened a barber shop.

The failure of the Volney Brothers caused the firm of Theron Brown and James Freeman to fail in 1888. The Volneys had purchased large quantities of fertilizer from Brown and Freeman, whose business could not absorb the loss. A year later James Freeman formed a partnership with his brother, Patrick, and opened a similar business in the same location, on the south side of George Street. They also sold agricultural implements, carriages, coal and wood. A blacksmith shop was also conducted in conjunction with the other business.

The centennial celebration of the Town of Wheatland was held in September, 1889, and Mumford did its full share in the memorial event. Oliver Allen II was elected president of the organization and Senator Donald McNaughton was one of the speakers.



# MUMFORD

## CHAPTER XXVI

1890-1899

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AFTER THE First Baptist Church of Wheatland at Belcoda was closed, Donald Purdie with the aid of Reverend A. S. Freeman, preached to the colored people at Belcoda. About 1890 the idea of a separate church took root and, with the aid of Dr. J. W. Stewart of Rochester, the colored people organized a church society. It was called the Belcoda Baptist Church. They erected a small frame church building in 1897 on George Street in Mumford. George Stewart was the builder. They incorporated in 1898 under the name of the Second Baptist Church of Mumford. Reverend Clayton Coles was the first pastor. He had been instructed by Donald Purdie.

Charles H. Swan, who had been associated with Mr. Hamilton in the malting business, died in February, 1890. Hamilton took his son into the business and the name of the firm became William Hamilton & Son. They continued in the malting business until 1900 when the building was destroyed by fire.

The meat market on the southwest corner was sold by Lawrence Callon to Arthur Plymton in 1890. Callon moved to Oakfield. Plymton, born in Bloomfield in 1853, learned the trade of carriage maker, and worked at his trade in Mumford for many years. He ran the market for two years, when he sold it to Michael Clark, who remained about two years. Plymton then returned to his trade and worked in the shop of Dave Nichols.

For a few years in the early "nineties" A. A. Koeberle conducted a bakery on the west corner of William and George Streets. His bake ovens were in the rear of the house. A fire ruined the building and he retired from business.

Although Charles Ball was a well-known blacksmith in Mumford, he ran a shop of his own on George Street for a short time only. He worked mostly for Nichols and Collins, Duncan McNaughton and others. He was especially adept at mounting iron rims on wagon wheels.

One of the crafts that gave employment to people in every community was weaving, especially rag-rug weaving. Possibly the

woolen mills had some influence, but rag-rug weaving was an important craft in Mumford. There was keen rivalry among the weavers. Most prominent among them were Miss Hosmer, Mrs. George Austin, Mr. and Mrs. John Adams and Alexander Purdie.

In the fall of 1887 Donald McNaughton was elected to the State Senate. He represented the 29th Senatorial District, then comprising the counties of Monroe and Orleans, from 1888 to 1892. On April 16, 1892, Governor Flower appointed McNaughton chief executive officer of the New York State exhibit at the Columbian Exposition in Chicago. While attending his duties at the exposition he died July 30, 1893.

When William Lawson II was ten years old, in 1893, he started to run his father's express line, accompanied by his mother. At the age of twelve years he ran the express line alone and continued to do so for the next ten years.

William Buckley was appointed postmaster in 1893 to succeed John E. Harvey. He moved the postoffice from Harvey's store to the little stone building on the west side of Main Street where it remains to this day.

In the "nineties" David Nichols & Son conducted a carriage shop on the east corner of Brookside Drive and George Street. In 1894, he opened another shop in LeRoy. David Nichols, his son, Charlie, and Hugh O'Donnell drove to the LeRoy shop daily, while Will Nichols, his other son, took over the Mumford shop. O'Donnell was born in Ireland in 1846 and came to America when a boy. After serving with a Connecticut regiment in the Civil War, he came to Mumford and learned the trade of carriage trimmer.

During the first half of the decade James Grant ran a saloon where Charles McDonald is now located. The small building occupied by Grant was razed and replaced by the present building.

Woodward and Keefe, who had been running a general store since 1885 in what is now Baldeck's store, sold the business to Neid and Skivington in 1894. Woodward and Keefe moved into the store in the Phoenix Hall building on the southeast corner, where they opened another general store. A short time later, Chester Woodward withdrew from the partnership, Michael Keefe was joined by his brother, Patrick Keefe, in the operation of a hardware store. Patrick Keefe was a blacksmith.

The old McKay-Mumford mill on George Street was completely destroyed by fire in 1894 and never rebuilt. The mill was run at the time by George Page and his son, William.

Early in the year 1897 Frank Hyde, a son of M. A. Hyde, installed

a small dynamo in the old Blair machine shop on the west corner of George and Creek streets. The equipment was sufficient for a few street lamps and buildings. He put up poles and wiring and also electrified the First Baptist Church. The electrical venture was hardly started when, on the morning of February 22, 1898, the entire building was destroyed by fire. At the time of the fire, George Stewart occupied the upper floor. He made potato crates and built wagon boxes. All was lost in the fire.

In 1895 John McMurray was conducting a store on the southwest corner of William and George Streets. It was at one time Koeberle's bakery. He sold the business to William A. Champ in 1900.

Early in the decade Daniel P. Campbell ran the store on the northeast corner for Alexander McPherson. About 1894, Campbell bought the store from McPherson. A year later, February, 1895, Daniel P. Campbell died. His brother, Alexander Campbell, who lived on a farm, then came to Mumford and took over the store.

James Freeman was appointed postmaster in June, 1897, to succeed William Buckley. He built the addition on the postoffice.

For two years the McCabe Brothers ran a market on the southwest corner. In 1898 they built a small frame store on the east side of Main Street. It is the small building that stands today between Sheehan's and Baldeck's stores.

After five years Neid & Skivington dissolved their partnership. Mr. Skivington retired and Neid continued the business with the help of Chester Woodward. Neid continued to drive a wagon about the country and Woodward was the clerk in the store.

The large woolen business of Strobel's rapidly declined because he could not compete with the large eastern mills and their new equipment. He could not buy the new type of weaving machines so was forced to close the mills. In 1899 a Mr. E. Turner from Elmira rented the building. He installed machinery for the manufacture of smoking pipes and other novelties and built a large chimney fifty feet high. Several nearby orchards were purchased because the pipes were made of applewood. Mr. Utter was superintendent of the plant.

After the fire destroyed Hyde's building on the west corner of Brookside Drive, the site was cleared and the frame building next west, also a part of Blair's old machine shop, was moved east to the corner. It is now Burt's sawmill. Frank Hyde then persuaded Harry Casper from Elmira to open a shop for the manufacture of bicycles. Several men were employed and a few bicycles were made but the business did not succeed and the shop was soon closed.

In 1899 Patrick Hickey built his blacksmith shop on the west side of Main Street, north of Turner's Hotel (now the Mumford Community Building.) Patrick Hickey was born in Ireland and came to Mumford when a young man. Here he learned the blacksmithing trade from James Freeman. He started in business for himself in Beulah in 1894 and remained there for five years. Then he returned to Mumford and opened his shop and conducted the business for forty-seven years. He was the last blacksmith in the village to close his shop.

Early in the century Patrick Hickey charged one dollar for shoeing a horse (four horseshoes) and sixty cents for resetting four shoes on a horse. There was no eight-hour day for the early blacksmiths, who worked from early morning until the last horse was shod at night. Hickey's record was eighty-one horseshoes in one day. When he opened his shop he paid four dollars for one hundred stock horseshoes and seven cents for a pound of good nails. In the "forties" he paid ten dollars for the same number of horseshoes and thirty cents for the nails.



## MUMFORD

### CHAPTER XXVII

1900-1909

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THE STORE on the west corner of George and William Streets which had been conducted by John McMurray for the past five years was sold in 1900 to William Champ. He came to the village twenty years before and during that time worked as a stone mason.

John E. Harvey built a store in front of an existing house on the west side of Main Street in 1900 into which he moved the following year. This hardware store is still operated by his son, Harry Harvey. Harvey increased the size of the store in 1907 when he moved the McComb's house to the south over to his store, and joined it to the building.

Michael and Patrick Keefe gave up their store on the southeast corner. John E. Harvey purchased their stock.

During these years Henry Bellew ran the saloon now occupied by Charles McDonald.

The lot on the southwest corner was purchased by John Neid from Mrs. James Grant in 1901. The old building on the site was moved to the rear of the lot and it was later destroyed by fire. Neid erected a new store building. After its completion in 1902 he moved from his old location, now Baldeck's store, to the new store.

Charles D. Nichols, son of David Nichols, was elected supervisor of the town of Wheatland in the fall of 1901. He was reelected in 1903 and 1905.

Patrick Hickey purchased the little frame house of Mr. Corrigan, moved it across the street, and joined it to his blacksmith shop. He then proceeded to build a new house on the Corrigan site in 1901.

The old Exchange Hotel was sold in 1902 by Edward Turney to Charles Brown and his son Everett. They made various improvements to bring the building up to date.

In the same year another landmark was destroyed when fire consumed the flour and feed mill on State Street owned by Oliver Allen III. The miller's house is still standing. The raceway of the old mill built by Donald McKenzie can still be traced. At the time of the fire the mill was operated by Loren Reist.

The once important Oatka Woolen Mills had gradually declined for the past ten years until operations were finally discontinued in 1902. Oliver Allen III, like Strobel, could not meet the competition of the big eastern mills with the modern looms and equipment. Gradually the small woolen mills, flour mills, carriage factories had to surrender to the giants of industry who were rapidly growing larger and stronger. The mill had been the pride of Mumford since 1830, and had given employment to hundreds of people. Today only the ruins of the stone walls remind us of the daring of two young men who started a woolen factory in the backwoods country.

Soon after Neid moved out of the building on the east side of Main Street it was taken over by Lewis Wilson, who opened a general store. Wilson came from Scottsville and was employed in the Nichols shop as a carriage painter before entering the store. He conducted the store until 1929.

Thomas McCabe, who was in partnership with his brother, John, retired from the business in 1902 and moved to Bergen. John continued the business alone until 1915.

Duncan Blue McNaughton took his son, Roy, into partnership in April, 1903. Roy was the third generation in the undertaking business, started by his grandfather. The name McNaughton & Son transacted business only a few months when in July, Duncan McNaughton died. Roy, however, continued the business alone. The following year Roy McNaughton also opened a furniture store in the Phoenix Hall building. This venture did not prove successful and the store was closed two years later.

The pipe factory to the north of Garbutt's old mill closed down in May, 1904, leaving twenty people unemployed. The factory was started by Mr. Turner and in 1901 was taken over by a new group under the name of Utter & Company. The factory was moved to Olean. But in the following year, Mr. Gardner, from Rochester, purchased the property and opened a paper mill, and called it the L. H. Gardner Paper Company. Paper making machinery and two new engines of fifty and one hundred fifty horse-power capacity were installed. Operations began in May, 1905 and their first product was a toilet tissue paper. When in full production, working two shifts of workers, the factory produced from five to seven thousand pounds of paper per day and employed between twenty and thirty people.

The Gardner Paper Company also bought the old stone mill

from George Stewart and remodeled it into a residence for the superintendent of their plant.

After selling the mill, George Stewart moved into the old stone building, on the south side of George Street, once McQueen's distillery.

William Donnelly died December 5, 1904. Since 1876 he had conducted a hotel in the old John McKenzie house on the south side of George Street. The hotel was continued for a short time by his son, William Donnelly II.

A grange was organized in Phoenix Hall in 1900 with twenty-seven members. In 1905 they purchased the building on the east side of Main Street, opposite Dakin Street built by Daniel C. McNaughton for his furniture shop. They remodeled the building for a grange hall.

Dr. Charlotte McArthur, born in 1869, spent her youth in a house on Oatka Trail. She studied medicine and later practiced in Fairport. In 1904 she was appointed a physician at Willard State Hospital where she served on the staff for thirty years.

About 1904 Charles L. Purdie built a frame store on the east side of Main Street where Donald Purdie's shop once stood. He opened a general store and meatmarket.

The promoters of electric lighting plants in small communities had difficult times and Mumford was no exception. After Frank Hyde's first plant was destroyed by fire, he and his brother William started another in 1903. They were forced to close down the plant in October, 1905, because of lack of sufficient support. Frank Hyde said that at one time his plant furnished current for one hundred thirty-three lights but that number decreased until there remained only fifty-five lights. Since the charge for current was only fifty cents per month for each light the revenue was insufficient to maintain the plant. He tried to interest the village in street lighting but it was voted down as being unnecessary.

A new electric light company was organized in April 1906 by Edward and Allen McKay, John Borden and Frank Hyde to provide light and power for both Mumford and Caledonia.

While the small electric power companies were struggling to gain a foothold, natural gas was also promoted as a means of lighting and cooking. During the last half of the decade a gas line from a natural gas well near Caledonia was extended to the village.

William Champ died in May, 1906 and his store was taken over by a man named Coleman.

During the same year Warren Pease built a cold storage plant

east of the highway and north of the railroad tracks. It was a two-story building forty by eighty feet, with a storage capacity of about five hundred tons of cabbage. George Stewart was the builder. Pease operated the plant until 1915.

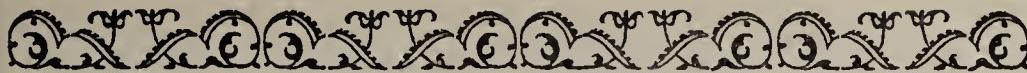
Alexander Campbell sold his business to Mrs. Wilcox early in 1906. The building was owned by Guthrie and he sold it in January, 1907, to John Frey. For the next forty years John Frey conducted a general store on the northeast corner.

John N. Jones, who had conducted a shoe shop in the village since the "seventies," died in August, 1909. He built a house on the east side of William Street that was usually referred to as "the castle."

In July, 1909, George Stewart purchased the building on the west corner of George Street and Brookside Drive for a shop and sawmill.

From newspapers of this decade we gather the following prices to compare with those of fifty years later.

Bushel of wheat .....	\$1.00
Bushel of potatoes .....	.10
Bushel of oats .....	.45
Bushel of corn .....	.60
One pound of Pork .....	.06
One pound of Beef .....	.08
One pound of Butter .....	.20
One pound of Chicken .....	.10
One dozen Eggs .....	.17



# MUMFORD

## CHAPTER XXVIII

1910-1919

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THROUGHOUT this decade John Neid, Frey, Lewis Wilson and Harvey's Hardware remained in the respective places of business.

Gabriel Coykendall from Honeoye opened a general store on the corner of William and George Streets, recently occupied by a man named Coleman.

The Buffalo, Rochester & Pittsburgh Railroad began the construction of a new railroad station in the summer of 1911. They located the new station west of the highway between the villages of Mumford and Caledonia. Hyde-Murphy & Company were the building contractors. The following year in October more than seven hundred people gathered at the formal opening of the station. Speakers at the celebration were Judge Seldon Brown, H. F. Remington and W. Valance Hamilton.

The general store and market of Charles Purdie was closed in 1910 and was soon after opened by Rebecca McCombs as a millinery shop. A millinery shop was an entirely different place in those days. The shop was full of wire frames, silks and velvets, artificial flowers, feathers and stuffed birds. Milady would pick out all the various features she wanted made into her hat and the milliner would put together the gorgeous array.

After the death of William Donnelly II in April, 1911, the hotel was run for short periods of about a year each by Thomas Gongherty and James Keenan.

Edward J. Boylan occupied a small shop that stood on the site where the rear section of the Community Building now stands. During 1912 and 1913 he built a two-story frame building to the west of his shop. In the front part he installed his barber shop and in the rear was a pool room. Boylan conducted this establishment until 1941.

Mrs Sarah Wilcox conducted a store in the Phoenix Hall building from 1914 to 1916.

About 1912 Robert Nichols and Neil Purdie opened a blacksmith shop back of the old Nichols shop on the east corner of

Brookside Drive and George Street. In 1916 Purdie withdrew from the partnership but Nichols continued until his death in the early "twenties."

Soon after Coykendall opened the store on the west corner of William and George Streets, he died, and was succeeded by Bert Brabon. However, Brabon sold out in 1916 and formed a partnership with Neil Purdie under the firm name of Purdie and Brabon. They opened a tire shop in the old stone building on the south side of George Street which had been McQueen's distillery and later George Stewart's shop. A year later Neil Purdie withdrew from this business.

John McMurray, who ran the store on the corner of William Street in the later "nineties," reopened this store after Bert Brabon sold out. Then Mrs. Gardner purchased the business from him and conducted the store until 1927.

The Mumford Cold Storage plant was sold by W. H. Pease early in 1915 to the Bushwick Produce Company. In the spring of the same year they leased the plant to William H. Carr. He was followed by the Haxton Company of Oakfield who leased the plant for two years.

J. Stewart Grant was appointed postmaster in the village in October 1915. He succeeded James Freeman who had been postmaster since 1897. Grant resigned in March 1916.

John L. Freeman, son of Patrick Freeman, was born in Mumford January, 1885. He was for many years a school teacher in Beulah, Garbutt, Belcoda and Wheatland Center. In 1916 he was appointed postmaster to succeed J. Grant Stewart and served until 1923.

The Gardner Paper Company was reorganized in 1915 and the new corporation was called the "Mumford Mills."

In the same year John McCabe sold his market north of Sheehan's store to William F. Day who came to Mumford in 1906. Day had been McCabe's clerk for several years.

George Stewart sold his shop and sawmill, now Burt's sawmill, to William McCombs in 1919.



## MUMFORD CHAPTER XXIX

1920 - 1929

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AS EARLY AS 1919 a bus line was established between LeRoy and Rochester passing through Mumford. The Buffalo, Rochester & Pittsburgh Railroad daily took the commuters from the village to employment in Rochester. The automobile was also rapidly becoming a private conveyance to take individuals to work in industrial plants and offices. The era when a village had been a self-sufficient society was gone. The small shops of the miller, shoemaker, blacksmith, harness maker, cooper and carriage maker were gradually disappearing. In 1927 the Blue Bus Line, operating between Buffalo and Rochester passed through Mumford and the people were within forty minutes of Main Street in Rochester.

John F. Ward who entered the greenhouse business in 1877, retired in 1922, after forty-five years. He sold the green houses and business to Arthur R. Burnham, who remained there about eight years.

In 1923 William F. Dunlay opened an ice cream parlor in the southeast corner store which he conducted for several years.

John A. Campbell was appointed postmaster in 1923 to succeed John L. Freeman. Campbell served until 1940.

The old blacksmith shop of Freeman on State Street next east of Phoenix Hall building was reopened by John J. McAvoy. Four years later he moved to the old Nichols shop on the corner of Brookside Drive. He was followed in the shop by Andrew Tennent.

The Mumford Mills purchased a new Fourdrinier machine in 1924. This machine produced a full bleached and finer tissue. They also manufactured embossed napkins, tablecloths and towels. The plant was still using some water power but its main source of power was developed by a steam plant. About thirty-two people were employed here at this time and factory was in operation daily for twenty-four hours.

Donald Purdie died in 1925. For nearly fifty years he ran a carriage making and blacksmith shop in the village.

For several years Mrs. Fannie Brown conducted a boarding house in the old Exchange Hotel building. In May 1925 she sold

the building to Oscar Gould of Batavia. Mrs. Brown was the widow of Charles Brown who bought the hotel in 1902.

The village of Mumford had a historic celebration in July of 1926, when a large boulder, marking the site of the first school was dedicated. The boulder is located north of the bridge crossing Oatka Creek at the intersection of the Mumford-Scottsville Road and the Oatka Trail. The exact location of the school was on a knoll about five hundred yards west of the boulder. A parade of floats, representing historical events, made its way through the village to the site of the boulder. W. V. Hamilton was chairman of the committee. The speakers at the event were Margaret Tennent, Reverend R. G. Higinbotham and Walter Tennent.

John B. Neid, who had run the store on the southwest corner since 1902, died in June, 1926. He was followed in the store by John B. Lockard. Lockard came from Cookport, Pennsylvania, where he was born in 1887. After serving in the army during the first World War he came to Mumford and opened Neid's store. Two years later the building was sold to George Smith. He employed John Sheehan, who came to Mumford in 1928, to manage it for him.

About 1926 Mrs. Gardner gave up the store on the west corner of William and George Streets and it has not been used for mercantile purposes since.

For many years James Freeman sold agricultural implements and in 1928 he sold the business to Emmett Skivington. The depression years immediately followed halting the demand for agricultural implements therefore Skivington discontinued the business.

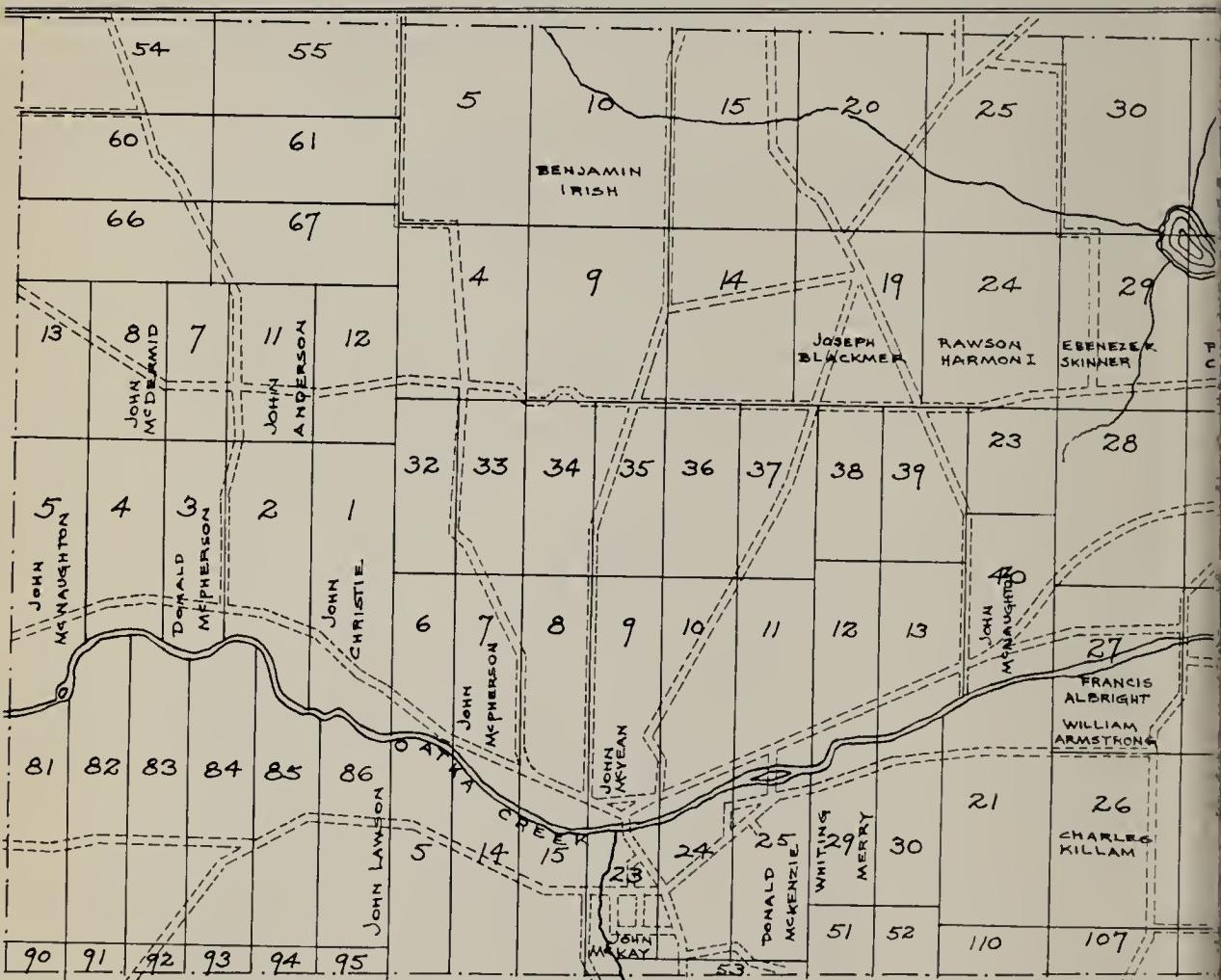
The Oatka Trail Road, for many years called Creek Road, was widened and improved between 1928 and 1930.

Lewis Wilson, who had operated the general store since 1902, died in 1929. The store was then taken over by his son-in-law, A. J. Baldeck, and he conducts the store to this day.

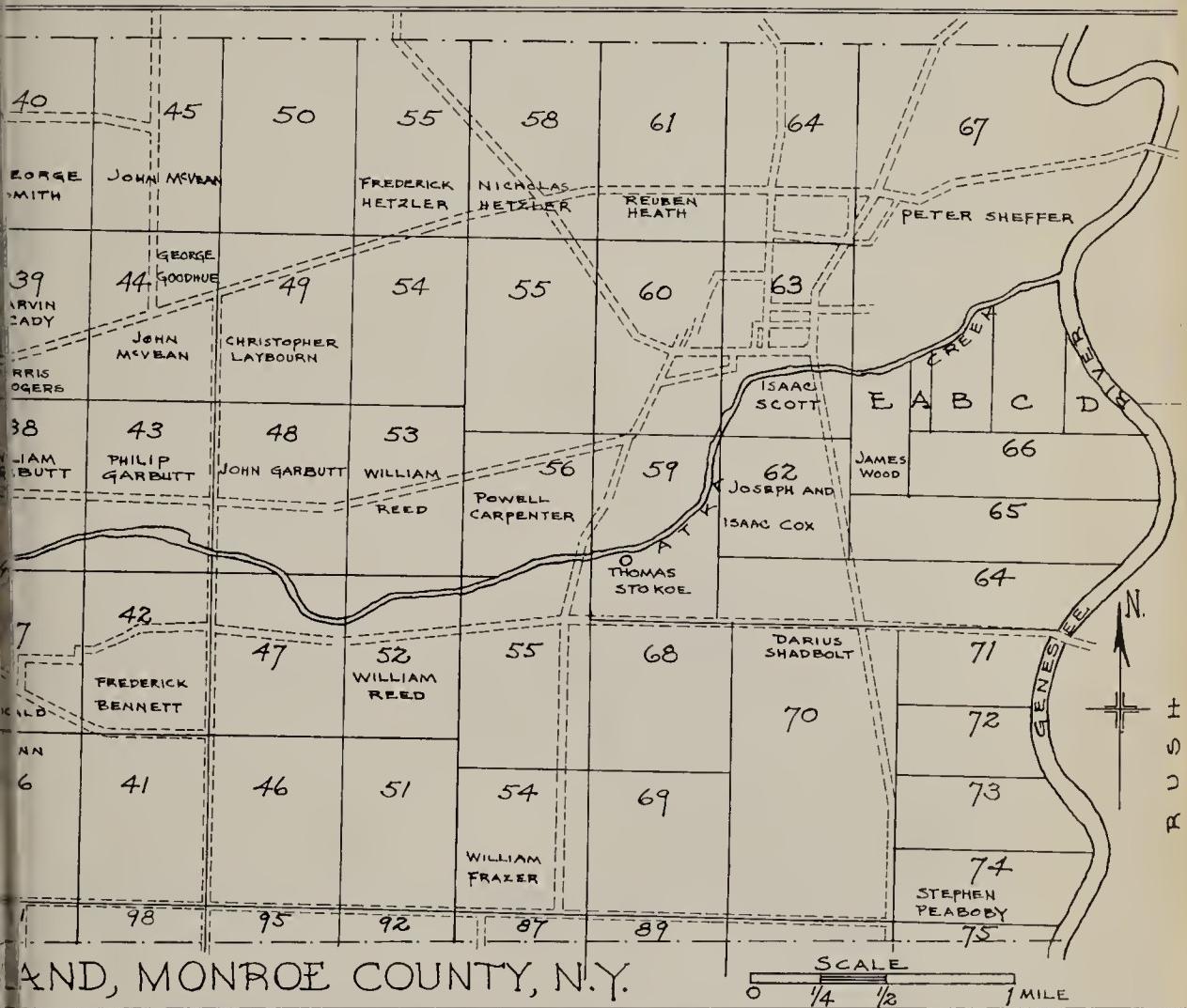
THE GARBUtT MILL, MUMFORD, N.Y.

the Garbutt mill  
Mumford, N.Y.

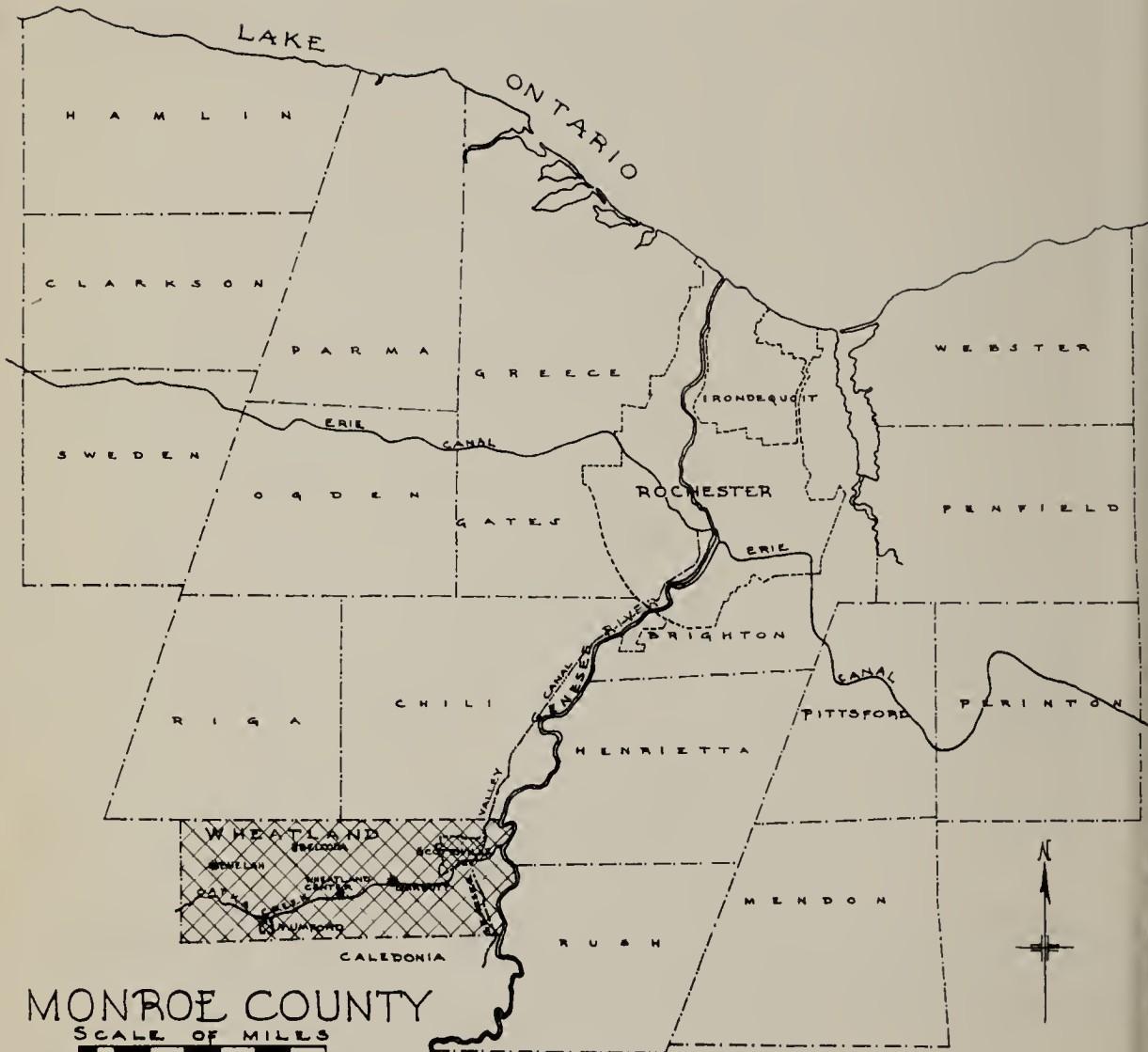




"PLAN OF ORIGINAL LOTS" IN THE TOWN OF WILMINGTON



LAND, MONROE COUNTY, N.Y.



## MONROE COUNTY

SCALE OF MILES  
0 1 2 3 4 5 6

STATE OF NEW YORK



## MUMFORD

### CHAPTER XXX

1930 - 1939

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A STONE WALL was built along the highway in front of the Mumford Cemetery in 1929 and 1930 by Vallance and Alexander Hamilton. It was built as a memorial to their ancestors and other sturdy pioneers of this locality. The stone wall was dedicated on May 30, 1930 and Judge Harvey F. Remington of Rochester was the principal speaker.

In 1930 John H. Sheehan purchased the business and rented the building on the southwest corner of Main and George Streets from George Smith.

William McCombs operated the sawmill on the corner of George Street throughout this decade. John Frey and A. J. Baldeck were in their stores. Patrick Hickey's shop was the only blacksmith shop in the village.

William C. Page was born in Biddleford, England, in 1856 and came with his parents to Caledonia when he was three years old. He was associated with his father, a practical miller, when his father operated the mill at Garbutt and the old McKay-Mumford mill in Mumford. William Page was not only a miller and flour salesman but a well-known politician. He was a candidate for supervisor of the Town of Wheatland eight times and was elected to office in 1887, 1889 and 1890. Page attended the Democratic national conventions that nominated Cleveland in 1892, Parker in 1904, Wilson in 1912, Smith in 1928 and Roosevelt in 1932. In the 1928 and 1932 conventions he gained prominence as the "whistle tooter." He told the people in Wheatland to listen to the convention on the radio and when they heard his whistle they would know he was on the job and everything was going well. William Page died in July, 1932, at the age of 76 years.

On the east side of highway, north of the bridge, Harry E. Clark opened a Kendall Service Station in 1933.

In 1933 Frank Ellington advertised that sirloin steaks were twenty-five cents a pound and roast pork twelve cents a pound. He was running a meatmarket in the south end of the old Exchange Hotel.

Some young men during the depression years organized a club which they called the "101 Ranch." They furnished and occupied the north end of the first floor of the Exchange Hotel. The second floor was given over to roomers.

A fire seriously damaged the hotel in 1934 and a group of people advocated that the building be remodeled into a village hall. The remodeling of the building into a community hall was started in August, 1936. Volunteers tore down all the old hotel barns and sheds. A year later Mumford Community Building was dedicated. The old hotel and new buildings housed the village offices, fire department, library and provided a large village meeting hall.

Walter Campbell died in May, 1936, at the age of 80 years. He was born in Beulah and in 1875 moved to Mumford. He was a carpenter by trade and he built many of the houses in this vicinity.

The Public Service Commission granted permission in 1937 to the Tri-County Natural Gas Company and the Caledonia Natural Gas Company to transfer their respective plants situated in the Town of Wheatland, the Town of LeRoy and the Town and village of Caledonia to the Rochester Gas and Electric Corporation.

Another village industry closed its doors in May, 1939. Darwin E. Leland, general manager of the Mumford Paper mills, announced that the machinery and ownership of trade names had been transferred to a new company, the Southern Tissue Mills, Inc., and that they would operate in Rockingham, North Carolina.



# MUMFORD

## CHAPTER XXXI

1940-1952

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**I**N 1940 Frances Callon was appointed postmaster to succeed John A. Campbell. Mr. Callon continues to perform the duties of postmaster for the village.

Harry E. Clark died in 1942. Since 1946 Robert Whiteside has operated the Kendall gasoline station, which he rents from Mrs. Clark.

The Mumford cold storage plant had been vacant for ten years when the Burnwell Gas Distributors, Inc. of Peekskill, New York purchased it in 1946. They completely remodeled the building into a storage and distribution plant for residential gas tanks.

The grange, which for many years had occupied the old McNaughton shop on Main Street, disbanded about 1941 or 1942. They sold the building in August, 1946, to J. F. Chesterton, who remodeled it into a residence.

For forty years John Frey was the owner of the general store on the northeast corner. After his death in 1946, the building was purchased by John H. Sheehan. Sheehan moved his store from the southwest corner to his new location. After he moved, the store formerly occupied by him remained vacant until Mrs. Harmon Lowe opened a store and meat market.

William F. Day retired in 1942 and his market, next north of Sheehan's store, was closed. In 1950, Day bought the business of Mrs. Harmon Lowe but remained in business only until September of the same year.

In 1947, Roland and Frank Bickford erected a building on the Mumford-Scottsville Road and opened an agency for the sale of agricultural machines and implements. They reside in LeRoy. Frank sold his interest in the business to his brother in 1951, and he continued to operate the agency.

The sawmill on the west corner of Brookside Drive was sold by William McCombs in 1947 to S. J. Burt & Son. This building was at one time part of the Blair Shops, and later the building that housed Frank Hydes's second electric plant. S. J. Burt & Son still run the sawmill. During 1952, Simeon J. Burt built a residence on

the east corner of Brookside Drive on the lot where Nichol's carriage shop stood.

Patrick Hickey sold his shop on the west side of Main Street to DeMoss in 1947, and retired from business. DeMoss opened the place as an automobile repair shop and gasoline station. In 1950, he sold the business to Howard McDermott. McDermott closed the shop in 1951, and concentrated his efforts in developing the Trailer Camp on State Street, which he opened in 1950.

The members of the Second Baptist Church on George Street completely rebuilt their church during the years of 1949 and 1950, under the leadership of their pastor, Reverend Ivor Moore.

In 1950, the Mumford School was included in the centralization system of the area. The old school on Dakin Street is still used as a grade school, but all the high school students attend the school in Caledonia, now called the Caledonia-Mumford High School.

The grill on the west side of Main Street operated for the past five years by William Shaughnessy was sold in 1950 to Charles McDonald.

During the past few years three old-time residents of Mumford passed away. John E. Harvey died in February, 1948, at the age of ninety-two. Lawrence Callon died on October 28, 1952, at the age of ninety-three. John F. Ward died March 26, 1950, at the age of ninety-three. Ward served as clerk of the Board of Education for thirty years. He had also been a member of the choir of the First Baptist Church for sixty years and was their leader until 1943.

Mrs. Irene Thompson opened an ice cream parlor in the store next north of John Sheehan in 1948. In 1951, she sold the building to Mrs. Kathryn Shaughnessy. The building has been remodeled during the past year.

A. J. Baldeck continues to conduct his general store; Harry G. Harvey's hardware store is still doing business.

The Public Service Commission ordered that the passenger and freight service at the Mumford Station of the Baltimore & Ohio Railroad Station be discontinued. The station was closed in November, 1951, and will be used as a storehouse by the railroad.

# GARBUTT

## CHAPTER XXXIII

1804-1809

**G**ARBUTT, once a thriving little village, is today merely a cross-roads with a few scattered houses. It was first known as "Sheffer's Mills," but as soon as the mill came into possession of Philip Garbutt it was called "Garbutt's Mills." Then for a long time it was known as "Garbuttsville," and finally it was changed to just "Garbutt." It had its beginning in 1804, when John Garbutt arrived and purchased a plot of ground. Zachariah Garbutt, the father of John, William and Philip Garbutt, was an English Whig. He was persecuted for his party's principals which made life difficult for his family. Finally, he borrowed thirty guineas from friends and, in 1798, emigrated to America. For a short time they stopped on the banks of the Hudson River and then slowly made their way westward as far as the town of Seneca in Ontario County.

John Garbutt came to Wheatland in 1804, and located on lot No. 48. He built a log cabin about one hundred and fifty feet north of Oatka Creek and about one hundred feet west of what is today called Union Street.

In the following year Zachariah arrived with his two daughters, Elizabeth and Phebe, and his sons, William and Philip, and they joined John in his log cabin on the creek.

John Garbutt was born in England in 1780, and was a shoemaker by trade. He not only worked at his trade, but worked on his farm, and surveyed highways and farms for the new settlers. He held many political offices, and was one of the founders of the Farmer's Library of Wheatland. John made the trip on foot to Myron Holly's store in Canandaigua to purchase the first books for the library. A few years later he built another log cabin on the north side of the highway about half way between Union Street and Walnut Inn. He married the daughter of Rufus Cady.

Zachariah Garbutt made a long journey on foot into the western country, in 1807, going as far as the Mississippi River. Here, he became ill, died, and was buried on the banks of that river.

Elizabeth Garbutt taught school in the first log schoolhouse in Scottsville during the summer of 1808.

A few years after the Garbutts located north of Oatka Creek, a man by the name of McQueen erected a log cabin between the Garbutt cabin and Oatka Creek. Traces indicating the sites of the two log cabins are still to be seen today. McQueen later became one of the millers in Garbutt's mill.

William Reed settled on the south side of the Scottsville-Mumford Road on lot No. 53 in 1809. He married Elizabeth Garbutt, daughter of Zachariah.

The following incident of the early days is well worth repeating: One of the first musical instruments in the town, excepting the pipes of the Scotchmen, was a dulcimer in the Garbutt cabin in 1806. The three Garbutt brothers and their sister Elizabeth lived in the log cabin just north of the Oatka Creek. Sometimes a deer or bear would dart by, but on this morning Elizabeth was startled by a shadow which fell across the doorway. There stood an Indian in full native costume. His moccasins had given no warning of his approach and he offered no greeting. Alarmed but not disconcerted she went to the dulcimer and played her liveliest tunes. As she played his face relaxed into almost a gentle expression. Then he stole away as silently as he had come. Weeks passed, then one day he came with six other braves of the Seneca nation. They pointed to the dulcimer and again she charmed them with her music.

# GARBUTT

## CHAPTER XXXIII

1810-1819

THE FRAME BUILDING standing on the west side of Union Street, behind the old schoolhouse, was built by the Garbutts about 1810 or 1811. The east half was used for living purposes and the west half was a store or trading post. The early settlers called the place, "Break-of-Day," an old Irish expression for "good morning." Powell Carpenter, a builder, who had settled on the "road to Albright's mill," half way between Scottsville and Garbutt, was probably the man who erected the "Break-of-Day." Indians often came to this store to trade.

Peter Sheffer was persuaded by the settlers to built a grist mill near Scottsville. He selected a site on the north side of Oatka Creek, west of Garbutt's log cabin and first erected a saw mill.

In the following year he built a grist mill next east of the saw mill. The single run of millstones were cut from a giant boulder by a Scotchman in Caledonia but the stones have long since disappeared. The mill wheel was a "breast wheel" sometimes called a "bucket wheel." It was about twelve feet in diameter. Parts of the timber frame of the old mill still remain.

While excavating for the foundations of the mill, beds of gypsum were discovered. However, the beds of gypsum were not worked until about 1820.

The school laws passed by the State Legislature in 1813, required the various towns to form school districts. The Garbutt district was known as Caledonia No. 10 and from the records of its proceedings of May 6, 1813, William Winter was elected chairman; John Garbutt, clerk; and William Reed, George Goodhue, and Luther Franklin, trustees. They voted to purchase from Peter Sheffer the southwest corner lot at the intersection, including the log school house which Peter Sheffer II had started to build, for the sum of \$74.74. The trustees also voted to raise \$100.00 to finish the school house.

In the following year, 1814, William Stedman, Michael Lawn and William Winter were elected trustees, and Isaac A. Cox, collector.

The large lot on the south side of Scottsville-Mumford Road, between the log schoolhouse and the present home of Frank Garbutt, was reserved by the town as a field for "general training." It was called "the green" and it was here that the volunteers assembled on the afternoon in August, 1814, in response to the request of Reverend Solomon Brown of the Belcoda Church.

Under a large oak tree, that stood at the west end of "the green," Philip Garbutt passed out shoes to the men who had none, so that they could make the long walk to Buffalo. On the following morning, with such arms as could be collected, they set out on their long march.

Moses Wells arrived here in 1815, at the age of twenty-five. He was born in Weathersfield, Connecticut, in 1790. He married Myra Goodhue, daughter of George Goodhue, in 1820, and started house-keeping in the log cabin which he had built. Moses Wells was one of the early builders in Wheatland and his son, Talcott, as well as his grandsons, Stephen, Nolen, Robert and John Wells were all builders.

William Garbutt, born in England in 1786, married Elizabeth Dow. He purchased lot No. 38 where he erected a log cabin in 1815. A few years later he built the two-story house on the brow of the hill.

In 1815 Philip Garbutt married Nancy Sheffer, daughter of Peter Sheffer II, and shortly after his marriage he bought from his father-in-law the mills he had built on the creek, as well as the extensive gypsum beds. The locality then was called "Garbutt's Mills."

During 1816, John Garbutt began the building of the large brick house on the north side of the highway and east of his log cabin. It is today known as "Walnut Inn."

The farmer's Library of Wheatland was moved from Wheatland Center to Garbutt's Mills in 1816.

Thomas Lowry came from England with the Garbutts but did not arrive in the town of Wheatland until 1815. He located on South Road, south of Garbutt, on what was called for many years "Lowry's Hill." In 1821 he and Jirah Blackmer were elected Commissioners of Common Schools in the town of Wheatland.

# GARBUTT

## CHAPTER XXXIV

1820-1829

WHEN Monroe County was formed in 1821, the town of Caledonia was divided and the northern section became the town of Inverness in the County of Monroe. The southern part of the former town of Caledonia retained its name and became a part of Livingston County. The name "Inverness" was changed two months later to Wheatland.

The first town meeting, after the formation of the new town of Wheatland, was held April 3, 1821, in Scottsville and John Garbutt was elected supervisor. (See Appendix No. 10.)

During the first years of this decade there was a dye-house built over the creek, supported on wood posts. It stood on the north bank, a little east of the bridge. A daily account book kept by the dyer during 1822 and 1823 reveals to us his charges:

To full dye a black dress .....	\$ .63
To dye 8 yards .....	2.00
To 5 pairs of stockings black .....	.63
To dye claret wine 7½ yards .....	1.88
To full only 1½ yards .....	.09
To dye red shirt .....	.38

The following colors were also mentioned, indigo blue, gray, cinnamin brown, green and light gray.

Because of the scarcity of cash many of the accounts were paid in goods. We read that sixteen pounds of honey paid for \$1.28 worth of dyeing, that one barrel of soap was valued at \$4.00, and twelve and one-half bushels of corn paid for \$4.12 worth of dyeing.

The Wheatland Agricultural Society was formed January 21, 1822, in the old log schoolhouse in Garbutt. The object of the society was to improve agriculture, stock, farm implements and to obtain choice seeds. The annual dues of the society was one dollar. At the first meeting Frances Albright was elected president; Clark Hall, secretary; and William Reed, treasurer. (See Appendix No. 27 for the list of the original membership). A cattle show was held by the society in 1823 and premiums were awarded to Powell Carpenter and William Garbutt.

We must not lose sight of the fact that the pioneers were agri-

culturists. The grist mill, saw mill and blacksmith shop were the first industries. Usually the miller, blacksmith, as well as the carpenter and mason, ran a farm besides working at their trades. During the first years of the nineteenth century farming was a difficult task. The ground was covered with trees and brush, as well as stones and boulders left by the glacier. It took two men to plow, one to guide the oxen and the other to steer the plow around tree stumps and boulders. The plows were heavy cumbersome wood affairs and a harrow was merely a wood crossbar with wooden pegs attached to a heavy wood handle. A handmade hoe was used to cultivate and the harvesting was done with a sickle. Improvements began in the "twenties" with the introduction of the iron-shared plow. The blacksmiths made iron-toothed harrows, and the grain-cradle was a great improvement in harvesting. Improvements in farming implements continued at such a rapid pace that more progress was made in the nineteenth century than in the preceeding fifty centuries.

Frederick Bennett came from Massachusetts in 1822, and purchased a farm on lot No. 42 south of Garbutt. He erected a log cabin and cleared the land for farming. He had two sons, Stephen, who continued to run the farm after his father's death in 1872; and Otto, who moved to Scottsville, where he entered business and became the village postmaster.

One need but look at the fine examples of houses the three Garbutt brothers built to realize the faith they had in the future of the village.

Philip Garbutt built his two-story ledge-stone house in 1825. It was the typical post-colonial central hall type plan, with the main entrance facing east toward Union Street. It was then believed that Spencerport and not Rochester would become the big city and Union Street, leading to Spencerport, would become the important highway. The stone walls were covered with a smooth stucco, marked off with tooled lines imitating stone joints. At one time it must have presented a rather gay appearance because it was painted in various colors. The stucco walls were painted yellow, the stone window sills and lintels were painted red. Like so many of the old houses, the cornice is not the original. The gutters were formed by cutting a deep groove in the plank that formed the crown moulding. When the gutter decayed, the water leaking from it caused the facia, soffit, and frieze boards to decay. The blinds have all disappeared but there is no question but that the cornice, blinds and doors were also painted in gay colors. Moses Wells was the

carpenter but the name of the mason has been lost. The parlor has one of the most beautiful mantel pieces we have seen in the entire Genesee Valley.

After completing his home, Philip Garbutt built a new one-story ledge-stone store building on the north side of the Scottsville-Mumford Road west of the four corners. The mason work on the building, including the plastering, cost \$226 and Moses Wells did all the carpentry work for \$165. Philip Garbutt moved his store from the "Break-of-Day" to this building when it was completed. For several decades it was the most widely known store west of the Genesee River. Philip bought merchandise in New York and Albany and people came from many miles to buy at the Garbutt store. It was the only place in this locality where one could buy a silk dress or a fine "city-made" hat.

When the town of Caledonia was divided in 1821 and the town of Wheatland was formed, the Garbutt school district became District 3 (See Appendix No. 28 for a description of the boundary lines of the district).

In 1825 and 1826 Levi L. Lacy was the school teacher and there were fifty-eight children between the ages of five and sixteen years attending school. The following year, 1827, James Goodhue and Miss Shepherd were the teachers. They were followed by Thomas J. Carpenter in 1828. The minutes of the school board state that he had been paid \$30.26 and that \$20.74 remains to be paid.

During the 1820's when the Greeks were struggling for their independence against the Turks, funds were collected in America to aid the Greek cause. It was at this time that the Americans were so enthusiastic about Greece that they gave Greek names to many towns and villages. Philip Garbutt was one of the agents in obtaining aid for the Greeks, and many farmers contributed a bushel of wheat which Garbutt sold for the fund.

A church had been organized in Garbuttsville as early as 1825, because the Reverend Dr. Mulligan, pastor of the Presbyterian Church of Wheatland in Scottsville, divided his time between the Scottsville Church and the church at Garbuttsville. In 1827, John Garbutt gave a plot of ground on the east side of Union Street north of the corners to the trustees of the Wheatland Society for a meeting house and burial grounds. Soon after a frame church was built on the south end of this plot.

John Garbutt represented the Third Assembly District of Monroe County in the Legislature in 1829 and his brother William was elected supervisor of the town of Wheatland in the same year.

# GARBUTT

## CHAPTER XXXV

1830-1839

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THE COMPLETION of the Erie Canal in the middle of the last decade started the boom years for Garbuttsville. They continued through the "thirties" and "forties" in spite of the depression years of 1837-1840.

During the summer of 1831, the old log school house was sold for thirty dollars. It was removed and a new stone school house was built on the same site, at a cost of \$341. From 1830 to 1852 Garbutt had two schools. The new stone school house was used for the primary department, while the more advanced classes were held in the church building south of the cemetery on Union Street.

Nancy Goodhue taught five months during the summer of 1831 and received one dollar and seventy-five cents a week and had to pay for her board. During the same year Almon Korben was also a teacher, probably for the advanced classes, and received sixteen dollars a month. Mary Harmon and John Church were the teachers in 1833. Henry J. Raymond and Miss Hester Peabody were the teachers in 1835 and 1836. Raymond was sixteen years old at that time and received sixteen dollars a month and Miss Peabody two dollars per week. Henry J. Raymond later became Speaker of the Assembly and a member of Congress. Fifteen years later, in 1851, Raymond founded the New York Times. About 1857, Raymond sent for his friend, Alexander Mann, from Stewart Road, to become one of his editorial writers. The editorials of the New York Times had considerable influence in shaping the policies of Abraham Lincoln.

The two-story brick house on the southeast corner of Union Street and the Scottsville Road was built by Jefferson Edmonds in 1832, and when completed, was opened as a hotel.

For many years there was an ashery on about an acre of ground on the east side of Union Street on the north bank of the creek. It was owned by Philip Garbutt and he also hired a man who went about the countryside with a team and wagon to collect wood ashes.

In 1832 Philip Garbutt purchased the river boat, "Flower of

"Wheatland," from John Z. Reed. There remain today many shipping bills that indicate that the "Flower of Wheatland" was a busy boat, making as many as sixty trips in one navigable season between Sheffer's warehouse on the river and the city of Rochester.

Captain Marshall was in charge of the boat in 1835. In 1836 Philip Garbutt shipped 4,775 barrels of flour from Sheffer's warehouse on the river. This may not all have been ground in Philip Garbutt's mill because it is known that he also shipped and sold flour from Hiram Smith's mill at Wheatland Center.

An interesting letter written in 1833 to Mr. Philip Garbutt in reference to river freighting:

"Mr. Philip Garbutt:

"Sir: Your favor per Jacob Hart is just received. Relative to my freighting business on the river. I can only say to you that I have not as yet contracts with anyone but have several offers as good as yours and one better.

"I am ready to contract the freighting of any produce from the opening of river navigation in the spring until the close of the canal navigation in fall, as follows:

"Flour, from Avon bridge to any warehouse which I may designate in Rochester at 10 cents a barrel. Pork, whiskey and ashes at the same rate.

"Up freight customary prices.

"The freight to be paid monthly on the return of receipts to me.

"If you wish my freight on above terms and can do it regularly and punctually please write me by return mail.

"The flour to be taken clean from the store house weekly.

"Yours respectfully,

Norman Little."

The Wheatland Agricultural Society held a fair at Garbutt in 1833 at which a number of improved plows were exhibited. A plow designed by Mr. Wallace was considered excellent on farms fairly well cleared of stones and stumps. A Mr. Bingham exhibited two cast iron plows that were much improved.

When the Scottsville-LeRoy Railroad was proposed, William and Philip Garbutt became enthusiastic supporters. Philip became one of the incorporators; and Moses Wells, William Reed, John Z. Reed, Hector McLean and the three Garbutt brothers became stockholders.

The railroad passed in front of Garbutt's store in a depression on the north side of the highway, and the entrance platform to the

store was above the railroad tracks. The level of the railroad tracks was about the same as the cellar floor of the store building, because the cars were loaded or unloaded directly through a doorway into the cellar under the store.

A partnership was formed in 1836 between Lucius C. Andrus of Scottsville and Philip Garbutt. They opened a store in Scottsville on the west half of Isaac Scott's lot, now occupied by the west half of the Salyerd building. Four years later Andrus purchased the interests of Philip Garbutt.

The Scottsville and Genesee River Canal was completed in the fall of 1837. Henceforth the mills at Garbutt could ship their products to Scottsville by the way of the Scottsville-LeRoy Railroad or haul it by wagon the two miles to the millyard and there transfer the goods to canal boats on Oatka Creek. The boats would then pass through the Scottsville and Genesee River Canal to the river. Thence, the boats could proceed down the river to the rapids, through the feeder to the Erie Canal. During the two years the canal was in operation it was of great benefit to Garbutt.

The "Farmers' Library" was divided in 1839. The Scottsville members withdrew their share of the books. The Garbutt share, amounting to about one thousand books, was placed under supervision of Philip Garbutt. It remained in his store until 1866 when William Garbutt, son of Philip, moved it to his residence. There it remained until 1934 when it was sold to the University of Rochester Library.

Sometime during the 1820's someone discovered that spreading gypsum around parched corn would revive it, and that it was particularly good on fields of clover and hay. Gypsum is a rock containing as high as forty-five percent sulphate of lime. This rock, when ground raw, is a retainer of moisture, and when spread on the field, and mixed with the soil, helps the crops by retaining moisture longer in the soil. It was not a fertilizer, but the farmers thought it was, and in the 1830's there arose a great demand for it. For many years large quantities of this "land plaster," as the farmers called it, were shipped by canal and hauled away by wagon from the mills at Garbutt, Mumford and Scottsville.

Philip Garbutt built a plaster mill next west of the flour mill, where the sawmill was once located. It had but one run of stone because there was not enough water for two.

At first Philip Garbutt dug his gypsum from the north side of the creek. His method was to dig a large pit with shelves or off-sets at about five foot intervals, so the men could ascend or descend by

jumping from one ledge to the next lower ledge. The strata of gypsum was under a strata of hard limestone. This made a good roof so they could extend horizontal shafts for short distances in all directions of the pit. The gypsum rock was hauled to the surface in buckets secured to ropes. It was piled in square piles, each miner having his individual pile and he was paid by cord measure.

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## GARBUTT

### CHAPTER XXXVI

1840 - 1849



**I**N 1836 John Z. Reed purchased from Osborn Filer and Abraham Hanford a piece of ground at the west end of the mill race in Scottsville. He built a plaster mill between the west end of the mill race and the creek. Philip Garbutt purchased the mill from Reed in 1840 and operated the plaster mill and a warehouse.

After the opening of the Genesee Valley Canal in the summer of 1840 great quantities of "land-plaster" were shipped to many of the villages along its route, as well as to points east and west of Rochester on the Erie Canal. So great was the demand for "land-plaster" by the farmers that Philip Garbutt built a plaster mill in Mumford about the middle of the 1830's. The gypsum mined at Garbutt was hauled during the winter months to the mills at Mumford and Scottsville. Huge stockpiles were required. The roads were then merely rough lanes, which necessitated the use of small but sturdy wagons. The mining, grinding and hauling gave employment to many men. Even the farmers took advantage of this extra money during the winter months, when they could not work on their farms. In the spring, when the mills started to grind, farmers came from many miles to get this plaster for their farms.

During the "forties" Garbuttsville was a thriving community of considerable importance. The flour mill, built by Peter Sheffer II in 1811, had been increased in size until it was one of the largest on the creek. Some of the millers at this time were Duncan McQueen, William Hume, James and Harry Milne, John Ashton, Elon Armstrong and John Ross.

Associated with the mills was the cooper shop located on the hill on the west side of Union Street, south of the creek. For decades it was called "cooper hill." In the "forties" it gave employment to

thirty or forty men. A short road extended from Union Street westward, on which were located about five or six small houses, traces of which can still be seen. Employees, by the names of Lane, Haley, and Ladd, once occupied these houses. At one time the shop was in the charge of Josiah Wheeler and later George Bush.

The village blacksmith shop stood where Pulvino's store is now located. Joseph Robinson and his step-son, Christopher Nicholson, were the blacksmiths. Asher Roberts, together with his sons, William, Edwin and Warren, ran a carpentry shop. Philip Garbutt's store at this time was in charge of his son, John W. Garbutt. It was doing a flourishing business. Jefferson Edmond's hotel was a popular resort.

The old school journal under the date of September 19, 1846, states, "that the trustees were authorized to incur such expenses as may be necessary for the fitting up of the lower part of the church on the hill as a school room, the upper part of which is now occupied as such." (See Appendix 29 for complete list of school expenses during the school year 1845-1846.)

Philip Garbutt received a diploma and a silver medal in 1847 from the Massachusetts Charitable Mechanics Association for the best flour exhibited by the association. Garbutt's flour was made from wheat grown on his farm in the Flint Hill section, west of Mumford.

The charming little one-story frame Greek Revival building standing next west of the Garbutt school house was built during the last half of the decade for a tailor ship. This tailor purchased a Singer sewing machine, the first in the town of Wheatland. It could be operated either by hand or foot power. However, the people refused to buy clothes made with a machine, because they thought hand sewing made a better garment. The tailor was forced to hide the machine in the rear room and only use it on parts that were later concealed.

About this time it was discovered that the rock gypsum could be boiled, left to harden, and then ground and made into a water-lime cement. A mill to grind the solidified plaster was built by Philip Garbutt about sixteen feet to the west of the mill for grinding land-plaster.

The gypsum rock was placed in cast iron kettles about two feet in diameter and two feet deep which had iron legs about four inches long. The kettles were set up on the bricks so that a fire could be built under them to boil the rock. The gypsum rock came to a boil in about thirty or forty minutes and then was allowed to

settle down. It was again brought to a boil, allowed to cool, and then run off and allowed to solidify ready for grinding. At this time most of the gypsum for the Garbutt mills was dug from pits or surface mines on the south side of the creek, and to the west of the mills.

A high narrow bridge was built across Oatka Creek where the grinding mill was located. The gypsum was hauled from the pits in small wooden cars, drawn by mules, across the bridge to be boiled.

In the "forties" John Z. Reed built a saw mill on the north bank of Oatka Creek on lot No. 53 where his father, William Reed, settled about 1807. A dam was built across the creek about one-quarter mile east of the Union Street bridge, and a raceway was started at that point. When the diggers approached the mill site they struck rock, preventing them from excavating to the necessary depth. In those days rock could not be removed except with a pickax, dynamite was unknown. The best they could do with the raceway was to obtain about a foot of water at the sawmill. The mill was in operation for a few years and was abandoned by 1875.

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## GARBUTT

### CHAPTER XXXVII

1850-1859



THE OPENING YEARS of the second half of the nineteenth century appeared favorable and prosperous for Garbuttsville. The demand for land-plaster and water-lime cement kept the mills running. Farmers increased the size of their farms because of the invention of labor saving devices, enabling them to work more land. The ever increasing population needed more and more flour and the mills, grinding night and day, required more and more wheat.

Philip Garbutt was at the height of his career at this time. His mills in Garbuttsville, Mumfordville and Scottsville were busy and his store was flourishing. He owned canal boats and did an extensive shipping business. The town of Wheatland elected him supervisor in 1849, 1851, 1852, 1853 and 1854.

From the account books of Philip Garbutt one can glean many interesting facts. On May 6, 1857, Philip Garbutt shipped on the canal boat, "Ann of Wheatland," to D. M. McNaughton of Moscow Landing, fifty-five tons of plaster. The boat was commanded

by Captain John Ott. On May 7, the boat "W. W. Wooster," in the command of Captain Bulger, delivered fifty-six tons of plaster to Fitshire Landing. Then on May 12, he shipped to E. Smith of Pittsford, seventy-five tons of plaster on the boat, "A. Lawrence." Captain Ott, at times, was also in command of the boat, "Poverty of Wheatland," that made many trips up and down the Genesee Valley Canal. The canal boats varied in size. Often, they did not carry capacity loads, therefore, the number of barrels of flour shipped on a boat varied from one hundred fifty to eight hundred barrels. (See Appendixes 30 and 31.)

Then came the wet harvest of 1855, followed by three disastrous years when the wheat midge reduced the yield to six and one-half bushels an acre. The eastern wheat and flour markets were taken over by the middle west and the farmers and flour mills of Wheatland never recovered from these misfortunes.

In January, 1857, the floods washed away the dam that turned the water of Oatka Creek into the raceway leading to the Garbutt mills.

To add to these local disasters, the severe panic of 1857 swept the country and Philip Garbutt, with his heavy investments, suffered financial reverses. He turned over all his mills to his son, John W. Garbutt, and in 1859, moved to Ohio, where he died in 1864. Since 1850, John W. Garbutt had been actively associated with his father in his various business ventures.

Sheppard Garbutt, another son of Philip Garbutt, was a wool merchant. He erected a building west of the Garbutt store and barn. The lower floor was the wool room, and the upper floor was finished for his living quarters. He was informed by New York wool merchants that the price of wool would increase; consequently, he purchased all the wool he could from Wheatland farmers. Instead, the price of wool dropped and he met with serious financial losses. Sheppard Garbutt died in June, 1852, while still a young man.

In 1852, Miss Ellingwood was paid \$67.50 for teaching school and also given \$30.00 additional for board. The trustees voted, "that under the present circumstances the school be kept on the hill the coming winter and that arrangements be made in the spring for repairing the building."

Evidently the church next to the cemetery on Union Street was poorly built to be in such condition that the school trustees were notified in 1854, that the district would not be allowed to occupy the church on the hill as a school after the close of the school year. The church was razed in 1856.

At the June meeting, W. H. Harmon presented a plan for a new frame school building thirty by forty feet and one story high to cost \$975. But this meeting was declared illegal. There followed many meetings in reference to building a new schoolhouse, but nothing was done except to repair the old stone schoolhouse on the southwest corner.

The schoolhouse on the north side of South Road about half way between Bowerman Road and Union Street, known as District 4, was built shortly after 1850. A deed for this property is dated June 3, 1850, from Thomas A. Estes to the Trustees. The trustees were Peter Shaw, Robert Estes and John Lowry. They paid thirty-five dollars for the lot.

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## GARBU TT

### C H A P T E R   X X X V I I I

1860 - 1869



THE DEMAND for flour and farm products, as well as the increased use of land-plaster and water-lime cement, kept the Garbutt mills busy during the war years. It was sometime during the Civil War that John W. Garbutt built the large stone and brick kettles, on the south side of Oatka Creek, opposite the plaster mills, for boiling the gypsum rock. Each of these kettles was about twelve feet in diameter and twelve feet deep. Under each kettle was a vaulted chamber into which the boiling rock was permitted to flow after coming to a second boil. In these chambers it was permitted to cool and was then broken up. A new narrow bridge was built across the creek. It was a crude affair built of timbers and logs surfaced only on one side. The tracks were made of hard wood and small cars drawn by mules transported the gypsum across the bridge to the mill to be ground. The manufacture of water-lime cement was carried on until the financial crash of 1873.

The canal account books of John W. Garbutt during these years give the price of land plaster at \$4.25 per ton and freight charges were \$1.00 per ton. The freight charge on water-lime cement shipped in tight barrels, was ten cents per barrel.

There continued to be discussions and meetings in reference to building a new school house, during this decade, but nothing was done, except making repairs on the old stone school house. In 1860

William Fraser was paid \$52 for teaching the winter term, and Miss M. A. McKelvey \$27.80 for the summer term. In 1862, the trustees voted to use coal instead of wood for heating the building. Three tons of coal were purchased from W. F. Garbutt for \$23.25. The wages of the school teachers were increased after the Civil War. In 1868, Miss C. Shirts was paid \$5.00 per week for six weeks, and in the following year, 1869, Miss C. Shirts was paid \$69. and a Mr. Powers received \$180.

For several years Samuel McConkey ran a blacksmith shop on the west side of Union Street where Pulvino's store now stands. In November of 1868, he moved to the village of Scottsville and purchased the blacksmith shop of George Hahn.

## GARBUTT

### CHAPTER XXXIX

1870-1879

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AFTER YEARS of meetings and discussions, the people finally voted to build a new brick schoolhouse. The building committee consisting of Daniel A. Stewart, John W. Garbutt, and Philip Garbutt, selected Isaac Loomis, a Rochester architect, to prepare plans for the schoolhouse. He advised them that a brick building would cost about twenty percent more than a frame building, and in July, 1871, they awarded the contract to Talcott Wells for \$2,200 to build a frame schoolhouse. It was completed in November of the same year. Isaac Loomis was paid twenty-five dollars for preparing the plans.

A special meeting was held December 1, 1871, because Talcott Wells sustained a loss of \$125. in building the schoolhouse. It was resolved that the said amount, \$125., be assessed on the district and paid to him.

During 1871-1872, Miss C. A. Field received eight dollars per week for twelve weeks' teaching at the Garbuttsville school, and P. Sheldon received \$277.50 for eighteen and one-half weeks. Then in 1873-1874, James Malloch was paid twelve dollars per week and Miss Dorr received nine dollars per week. The prosperous years of 1871-1873 increased the salaries of school teachers three and four fold over the salaries paid before the Civil War.

The prosperous years were followed by the second post-war depression from 1873 to 1879. All construction work came to a halt, including the building of railroads. These were difficult years for John W. Garbutt. He closed his store, and when construction work was halted by a Cleveland company, his last good customer of water-lime cement, he also closed that business.

The Rochester & State Line Railroad was opened between Rochester and LeRoy for business in 1874. However, there was very little shipping from Garbuttsville in the midst of the depression. By 1879, the country was on its way to recovery, and the railroad was completed as far as Salamanca. It was expected that the railroad would bring back prosperity to Garbuttsville, but these hopes never materialized. The water-lime cement business was never reopened. The land-plaster business continued, because the farmers throughout the 1870's still used land-plaster on their farms. An interesting account in the books of John W. Garbutt was with John Berrey of Brockport. Between the years of 1870 and 1876, Garbutt shipped him 1,075 tons of land-plaster costing \$5,023. Berrey, no doubt, was an agent for John W. Garbutt and supplied the farmers in the Brockport area.

Philip Garbutt, son of William Garbutt, was born in April, 1844, in the house built by his father just west of Garbutt in 1828. He was elected supervisor in 1875, 1876 and 1879.

After a fire destroyed Malcolm McVean's mill in Scottsville in September, 1878, Isaac Salyerds, one of the millers employed there, came to Garbuttsville. He took over the operation of the Garbutt flour mill, remained only two years, and then returned to Scottsville.

George Page and his son, William, took over the flour mill after Salyerds left. Page had operated the old Christie flour mill near Caledonia for the past few years. The Garbutt mill was the last mill on Oatka Creek to use the old fashioned mill stones to make flour for commercial purposes. The roller process had long been in use but John W. Garbutt was afraid to install it.

William Page turned out to be an excellent salesman. He canvassed the towns along the Rochester State Line Railroad, now the Baltimore & Ohio, and sold enough flour to keep the mill running.

The old stone store, closed by John W. Garbutt early in the depression, was reopened by Harlan P. Wheeler as a general store in the closing years of the decade.

After the Genesee Valley Canal was abandoned in 1878, John W. Garbutt closed his plaster mill and warehouse in Scottsville.

## GARBUTT

### CHAPTER XL

1880 - 1889



JOHN GARBUTT, who built the house on the Scottsville-Mumford Road, about a quarter of a mile east of Union Street, died in the middle seventies. His wife remained in the house until her death in the late seventies. The farm was purchased by James H. Kelly, president of the Rochester Lamp Works, in 1880 or 1881. He improved the grounds and built a white picket fence along the entire front of the property and along Union Street as far as the cemetery. He also built the interesting addition on the east side of the house in the Victorian style. The grove on the farm became a very popular picnic grounds for many years. Large groups of people came from Rochester on the Buffalo, Rochester and Pittsburgh Railroad to the little Garbutt station. They usually brought with them a band and marched from the station to "Kelly's Grove," as it was generally called, to picnic.

Since the first log schoolhouse opened, it had been the custom to separate the summer and winter terms, and teachers were hired by the term. In 1880, at a special school meeting, a resolution was passed to hire the school teachers for the year; the school year to begin about the first day of September. George Jennings was hired to teach thirty-two weeks at a salary of ten dollars a week and Libbie Garbutt twenty weeks for eight and one-half dollars a week.

Harlan P. Wheeler, who was running the old stone store, was appointed postmaster in May, 1880. His term was rather short for he was succeeded by Ezra Price in June, 1882. Price lived in the brick house on the southeast corner and the postoffice was moved from Wheeler's store to Price's home.

In 1883, a man named Shaddock took over Wheeler's store; he remained only a short time, and then sold the business to Duncan McQueen. McQueen was appointed postmaster in 1883; he moved the postoffice back into the stone store.

Philip Garbutt, son of William Garbutt, served two terms in the New York State Legislature in 1884 and 1885.

About 1887, William Weeks built a mill to grind land-plaster on the east side of Union Street on top of the hill south of the creek. The mill was operated by steam power; the water supply was taken from the creek with the aid of a pump. The gypsum was first

mined from surface pits on Weeks' property on the west side of the street; but later, he opened a mine. The entrance to the mine was diagonally across the road from the mill.

The grinding and selling of land-plaster was the only business John W. Garbutt was still engaged in. When Weeks entered the field, a price-war soon began. Land-plaster had been selling for years at about four dollars a ton; the price-war brought it down to two dollars a ton. Weeks' mill produced four times as much plaster as the Garbutt mill, but it cost more per ton to produce, therefore it could not compete with the Garbutt mill.

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## GARBUTT

### CHAPTER XL I

1890 - 1899



**D**URING THIS decade the only activity in the village was the Garbutt Milling Company and Weeks' Plaster Mill, who were competing with each other in the production of land-plaster. The prosperity of the village had gradually declined until it became a mere cross-roads settlement.

Duncan McQueen's general store was still in operation and he also continued to serve as postmaster. The Garbutt water-lime cement mill, the flour mill and the cooper shop were closed. The hotel was used as a residence. The blacksmith, the miller, and the carpenter had moved from the village.

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## GARBUTT

### CHAPTER XL II

1900 - 1909



**T**HE TURN of the century brought a revival of industry to Garbutt. During the last two decades the demand for land-plaster had steadily declined. However, the invention of patent plaster, gypsum building blocks, wall boards; and the use of gypsum as a retarder in cement, created a tremendous demand for gypsum. Thousands of tons of gypsum were mined by the various com-

panies located near Garbutt. This created work for many men; as many as three hundred being employed at various times. First, mules were used to haul the small cars that carried gypsum from the mines to the mills, at times it required fifty mule drivers to draw the cars. Later, some of the mines used a small electric locomotive to haul a train of cars.

In 1900, John W. Garbutt sold to the Lycoming Calcining Company a tract of land extending westward of his mill, as well as some of the mining rights on the south side of the creek.

They built a plant between the railroad tracks and Oatka Creek about a thousand feet west of Union Street. A narrow bridge from the factory to the south side of the creek was constructed permitting the small cars, drawn by mules, to run directly from the mine to the factory. The concrete ruins of their buildings can be seen today.

Soon after the Lycoming Calcining Company opened their plant, the Diamond Wall Cement Company of Williamsport, Pennsylvania, a subsidiary of the Lycoming Calcining Company, occupied part of the factory. The Diamond Wall Cement Company purchased their gypsum from the Lycoming Calcining Company.

The first telephone in Garbutt was installed in the office of the Lycoming Calcining Company in 1900; another was soon installed in the office of the Garbutt Milling Company located in the "Break of Day" building on the west side of Union Street.

James H. Kelly, who occupied the homestead of John Garbutt (now Walnut Inn), died in January, 1900. The grove on his farm had been a popular picnic grounds for twenty years.

In 1900, Duncan McQueen moved his store from the old stone building across the street to the tailor shop. He was still postmaster and established the postoffice in his new location.

The old stone store remained vacant until early in 1903, when Ernest A. Kingsbury opened a store. He remained two years and then, in 1905, sold the store to Frank Garbutt, son of John W. Garbutt. Here, Frank Garbutt operated a general store for many years. On one occasion he added a paint department and on another a jewelry section. Later, he sold gasoline to motorists. He kept the gasoline in barrels in back of his store and sold it by the gallon measure.

The Sackett Plaster Board Company located in Garbutt in 1902. They came from New York City and built a large building on land east of the Lycoming Calcining Company, which they leased from them. They purchased the gypsum plaster as well as the ex-

# **WHEATLAND PLASTER.**

**DISCOVERED IN 1812.**

**THE FIRST GYPSUM USED IN WESTERN NEW YORK.**

It has proved far superior to any other for farming purposes and makes a stronger cement than Nova Scotia.

This Gypsum has 85 per cent, pure Sulphuric Acid, and is recommended by the Massachusetts Farmer's Association in preference to all others for Agriculture.

For Grass-Land it is known to produce one-half more yield per acre.

For Wheat, it causes a greater growth of straw and an increase in the number of heads, often amounting to twenty or twenty-five bushels per acre.

In Barley and Oats the effect of Gypsum is still more wonderful, increasing the yield from 40 to 50 per cent.

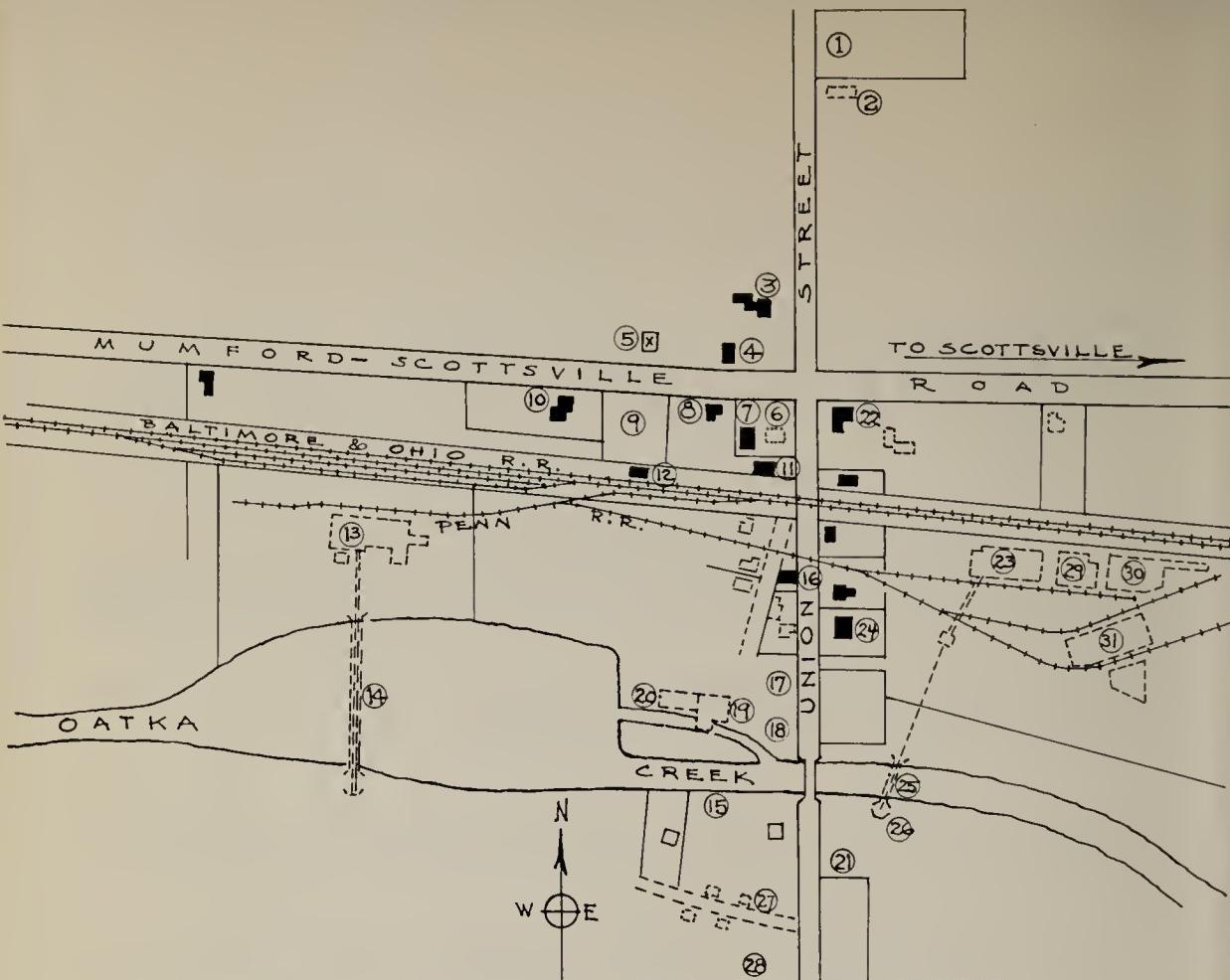
But probably the most wonderful effect of Plaster on any crop is upon Indian corn, producing double the amount of stalks and corn.

For sale by

**J. W. GARBUTT,  
SCOTTSVILLE,  
Monroe Co., N. Y.**

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Keeler's Job Print.



## HISTORICAL SITES IN THE TOWN OF GARBUtT

1. Garbutt Cemetery.
2. Site of the Garbutt Church.
3. Home of Philip Garbutt built in 1825.
4. The store built by Philip Garbutt in 1828.
5. Site of Sheppard Garbutt's wool house.
6. Site of the first log schoolhouse and the second stone schoolhouse built in 1831.
7. The frame schoolhouse built in 1871 by Talcott Wells.
8. The tailor shop.
9. The "Green."
10. The "miller's house," now the home of Frank Garbutt.
11. The "Break-of-Day."
12. Site of the Garbutt Railroad Station.
13. Site of the Lycoming Calcining Company.
14. Bridge for the mine cars that brought the gypsum from the mines.
15. Large kettles for boiling gypsum rock.
16. Pasquale Pulvino's store occupies the site of the old blacksmith shop.
17. Site of the log cabin built by John Garbutt in 1804.
18. Site of the log cabin built by McQueen.
19. Garbutt grist mill and land-plaster mill.
20. Garbutt water-lime cement mill.
21. Site of William Weeks' plaster mill.
22. Jefferson Edmond's hotel, built in 1832.
23. Site of Pittsburgh Plate Glass Company and Empire Gypsum Company.
25. Bridge for mine cars to Empire Gypsum Company plant.
26. Entrance to mine tunnel.
27. Homes of workmen employed in cooper shop.
28. Site of cooper shop called "Cooper Hill."

haust steam from Lycoming Calcining Company. The Sackett Plaster Board Company owned the patents for manufacturing a wall board from gypsum, to take the place of wood lath and the first coat of plaster. Screw conveyors brought the plaster from the storage bin and emptied it into six cast iron water tanks. These tanks were arranged alongside of a canvas belt that ran the entire length of the building. After the plaster was mixed, it was dropped on the canvas belt that had been covered with paper. Rollers spread a thin coat of plaster evenly over the paper and then another layer of paper was applied. This procedure was repeated until five layers of paper, with thin layers of plaster between each layer, had been put together and made into a board, about one-quarter inch thick. The sheet was then conveyed to the cutting machine and cut into boards thirty-two by thirty-six inches. Then they were conveyed to the drying room and hung up to dry. About twenty tons of plaster were used a day and twenty-five men were employed in the plant.

In 1903, John W. Garbutt sold his plaster mill to I. J. Fisher and Charles Johnson of Rochester. Mr. Johnson was principally a promoter who interested Fisher in the plaster business. They called their company the Garbutt Gypsum Company and they manufactured wall plaster and gypsum for mortar. The water power of the old Garbutt mill was sufficient for only one run of stone, so they installed a steam engine and new equipment. Since John W. Garbutt had previously sold most of his land on the south side of the creek containing the gypsum mines to the Lycoming Calcining Company, it was necessary for the Garbutt Gypsum Company to look elsewhere for sufficient raw gypsum to keep their plant operating. They opened a mine on the old Duncan McVean farm, about one thousand feet south of North Road, as well as one on the Mann farm. All the rock, which was in fairly large pieces, had to be carted to the mill in small wagons. The Garbutt Gypsum Company did not have a crusher, but passed the mined rock through a "nipper" and then the "cracker," which reduced the rock to pieces small enough so they could be calcined.

William Weeks sold his plaster mill and mining rights to the Pittsburgh Plate Glass Company in 1905. They also purchased a piece of property on the north side of Oatka Creek about a thousand feet east from Union Street. While they were preparing to build a factory on their property on the north side of the creek; they proceeded to work their gypsum mine. The mined rock was loaded into coal cars and shipped to their plant in Pennsylvania.

It is said that the gypsum did not meet with their requirements. Therefore, they sold their property and mining rights, in 1906, to the Empire Gypsum Company. They completed the factory started by the Pittsburgh Plate Glass Company. They built a high, narrow bridge, across the creek, of wood timbers so the small cars carrying the gypsum rock could be hauled from the entrance of the mine on the west side of Union Street to their factory on the north side of the creek.

In the summer of 1907 the Pennsylvania Railroad extended a branch line on the south side of Oatka Creek to Garbutt and connected it to the siding of the Buffalo, Rochester & Pittsburgh Railroad. It was a great help to the mills in Garbutt.

During the summer of the same year, a room was excavated under the old schoolhouse, and a furnace was installed for the sum of two hundred fifty dollars.

A blacksmith shop was opened in 1909 by Charles A. Green on the south side of the highway, a little west of the present home of Frank Garbutt. Green came to Scottsville in 1903 from Cohocton. He worked as a blacksmith for William Carver in Scottsville for several years, also for the Empire Gypsum Company in Garbutt. He remained in business for about a year or two and then went to Lakeville.

## GARBUTT CHAPTER XLIII 1910-1919



**I**N THE SPRING of 1911, the Ebsary Fireproofing and Gypsum Block Company leased a plot of land to the east of the Empire Gypsum Company and proceeded to erect a factory building. They manufactured a gypsum block about four inches thick, twelve inches high, and thirty inches long to be used in building partitions for fireproof buildings or as a firestop in frame buildings. The process was patented by Frederick G. Ebsary. They had no mines but purchased the calcined plaster from the Empire Gypsum Company. An overhead conveyor connected the two plants and brought the material to Ebsary's factory. There was a great demand for the gypsum partition blocks, and the business flourished during

the war years. In 1920, the plant in Garbutt was abandoned and the business moved to Wheatland Center.

In 1906 Charles Piazza came to Garbutt and in 1910 opened a general store on the east side of Union Street. The following year, 1911, Pasquale Pulvino opened a general store on the west side of Union Street.

In 1910, John Charlton died in Canada. He was the eldest son of Adam Charlton and was born in the "Break of Day" in February, 1829. As a boy he attended the Garbutt school and the McLaren Grammar school in Caledonia. When he was twenty years old his parents moved to Canada. In 1872 he was elected a member of the Canadian parliament, representing "Norfolk," and served in that office continuously for thirty-two years.

Charles A. Reed, son of John Z. Reed, an old settler of Wheatland, died in November, 1911, and was buried in the old Garbutt cemetery. He was a famous architect, member of the firm, Reed and Stem, who won the architectural competition for the Grand Central Station in New York City. This project was later carried to completion by Warren and Wetmore, New York architects, who followed the original ideas of Reed and Stem.

The Livingston-Niagara Power Company extended their power lines to Garbutt in 1912, and then the various plaster and wall board manufacturers took advantage of electric power.

The Garbutt Gypsum Company, organized by Johnson and Fisher in 1903, failed in 1912, with liabilities of \$48,000. The promoters invested too heavily in new equipment and in improvements to the old Garbutt mill. Hauling all the raw material from mines on North Road and Stewart Road proved too costly. The Company was never able to obtain and grind enough plaster required by its investments in new machinery and improvements to the old mill to warrant success.

The old frame school, built in 1871, was still in use. In 1913, the School Board appropriated two hundred dollars to paint the floor, install a cement sidewalk and make general yard improvements. In the following year, 1914, when Mrs. Moulton was the teacher, the sum of fifty dollars was appropriated, and children, for the first time, were given medical examinations.

Duncan McQueen died in February, 1917. His son continued to run the store in the old tailor shop building for a year or two and then closed the business.

Frank Garbutt, who had been conducting a store in the stone

building since 1905, was appointed postmaster in July, 1917, to succeed McQueen. He moved the postoffice to his store.

At this time Moffitt and Hoffman were operating a garage and selling gasoline on the northeast corner of the cross roads. Several years before this crude frame building was used as a saloon and was known as the "Pig's Ear." They enlarged the building and remained in business for five or six years. Then, they sold the stand, and Oliver Hoffman moved to Scottsville.

## GARBUTT CHAPTER XLIV

1920 - 1929



**T**HROUGHOUT the "twenties" Frank Garbutt ran the old stone store and served as postmaster. Pasquale Pulvino conducted his store on the west side of Union Street. Charles Piazza died in 1925. His store, on the east side of the street, was taken over by his son, Joseph.

The Empire Gypsum; the Lycoming Calcining Company and its subsidiary, the Diamond Wall Cement Company; as well as the Sackett Plaster Board Company; were very busy during the "twenties," before the market crashed in 1929. In 1920, Charles A. Sweet, who had been mine superintendent for the Lycoming Calcining Company since 1900, was succeeded by D. H. Stieber.

Since the increase of children of school age taxed the capacity of the old school house, the school meeting, held in May, voted to hire two teachers and rent an annex. They rented the little "tailor shop" building next east of the school, now the home of James Couch. Mrs. Louis Boutwell, Sr., was one of the teachers employed in the fall of 1928 and she taught school in the "tailor shop" building until June, 1932.

The Sackett Plaster Board Company was purchased by the United States Gypsum Company. The plant was dismantled and abandoned.

August Wolf, president of the Empire Gypsum Company, died in 1927. The company reorganized in 1928. New York capital became interested, and the name was changed to the Rockwood Gypsum and Lumber Company. The Company never got started because the stock market crashed in October, 1928.

The village of Garbutt had a little railroad station, with two operators, on the north side of the railroad tracks about five hundred feet west of Union Street. After the Empire Gypsum Company's plant was abandoned, the Garbutt station, a busy place for the past twenty-five years, was discontinued as a regular station. The station was moved to Wheatland Center in 1941.

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## GARBUTT

### C H A P T E R X L V

1930 - 1939



THE LYCOMING Calcining Company suffered serious financial reverses during the depression years, because virtually all construction ceased. They sold out to the Dolomite Products Company in 1932. John H. Odenbach was the president and D. H. Stieber was the plant superintendent. Most of the business of the Dolomite Products Company was to supply the Portland Cement Companies with gypsum, to act as a retarder. The gypsum rock was ground and mixed with cement at the ratio of two pounds of gypsum to one hundred pounds of cement.

In the first year they shipped about 9,000 tons of gypsum and increased it to 55,000 tons in 1935. Small mine cars drawn by a small electric locomotive, over narrow gage tracks, brought the gypsum rock from the mines, over the creek on a narrow bridge, to the plant. Here it was taken to the crusher shed and broken down into grains about the size of sand.

In 1932, Anthony and Mary Balzer purchased the John Garbutt homestead, east of Garbutt, and opened a tavern, and called it "Walnut Inn." Mary Balzer sold the Walnut Inn to Charles Logel in 1945. He continues to run the well-known tavern.

# GARBUTT

## CHAPTER XLVI

1940 - 1952

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**A**T A SPECIAL school meeting held on May 13, 1940, a resolution was passed that Scottsville High School be offered 1,400 per year, for a period of five years, to accept all Garbutt pupils in the school. The offer was accepted by the Scottsville High School. The pupils of the Garbutt school district are now transported to the Scottsville School by school bus.

After handling the mail for twenty-two years, Postmaster Frank Garbutt retired January 31, 1940. He also sold the store business to Oliver Hoffman, who once ran a garage and gasoline station on the northeast corner of the intersection of Union Street and the highway. Mrs. Hoffman was appointed postmistress.

A year later, Miss Vince Shorzino, who once clerked in Garbutt's store, took over the store and was appointed postmistress.

In 1943, Frank Garbutt sold the building to a Mrs. Becker. The government closed the postoffice and Mrs. Becker soon closed the store. Later she sold the building to Leigh Tanger.

The last mill in Garbutt to shut down was the Dolomite Products Company. Water seeped into the mines so rapidly that it required constant pumping, which was too costly. The property was purchased by the Ebsary Gypsum Company in order to gain possession of the valuable mining rights. The plant was dismantled and today ruins of the walls and broken pieces of concrete mark the site of the once important industry.

Frank Garbutt moved from the old Philip Garbutt residence in 1937 to the house next west of the "green." This house was built as a home for the miller of the old Garbutt flour mill and was always referred to as the "miller's house." The Philip Garbutt house was rented until 1948, when Leigh Tanger bought it. He has been restoring this fine example of Post-Colonial architecture.

Pasquale Pulvino died March 1, 1952, and his store on the west side of Union Street is now under the management of his son-in-law, Joseph Ronzo.

Joseph Piazza still conducts a general store on the east side of Union Street.



# BELCODA

## CHAPTER XLVII

1800-1809

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BELCODA today consists of a cluster of white houses, an old brick school house, and a cemetery grouped around the junction of three highways. A boulder marks the site where the church once stood. Today the school house is used as a community meeting place. Belcoda was never a village. It never had a store or a post-office. No railroad or canal came near it, but it was the heart of a large pioneer community that stretched out for several miles around it.

The origin of its name is shrouded in mystery, but as usual there are several stories regarding its derivation. One is that when the time came to raise the belfry over the first church building, Eleazer Calkins, a character in the community, called out, "Come on, boys, here's the belcody!", meaning the belfry. Another story has it that Ira Harmon, a son of Deacon Harmon, invented the word which is meaningless. A third holds that it was given to the church because it was the first in this region to have a bell.

Elisha and David Farwell were the first settlers in the Belcoda region. It is known that they settled here about 1800, because Elisha Farwell's name is on the 1800 tax roll, the first tax roll ever made out for the region west of the Genesee River. At one time they were large landowners, but decreased their holdings by selling sections to new settlers from time to time. Joseph Blackmer and Rawson Harmon, Jr., purchased their farms from the Farwells. David Farwell had a small brick kiln on his farm at Blue Pond, and it is recorded in the minutes of School District No. 7 that an order was issued for drawing bricks from David Farwell to the site of the school house. He also had a mill that probably stood on the small stream entering Blue Pond.

About 1807, John Sage selected a site just north of Belcoda. Here he built a log house with two rooms on the ground floor, and a low chamber above which he opened for the accommodation of travelers. It was the only hostelry between Caledonia and Riga.

In the same year Rufus Cady came from Dalton, Massachusetts, with his five daughters and three sons to settle on lot No. 34. His

son, Marvin, settled on lot No. 39, but he remained only a few years when he left Wheatland for other parts. Two other sons, Paruis and Hiram, remained until 1820, when they also left. Two of his daughters married Wheatland pioneers, Mercy married John Garbutt, and Eunice married Levi Lacy.

It was in 1807 that Harris Rogers settled on the eastern half of lot No. 39 on North Road and built his log cabin on the north side of the road. He died in 1821, leaving a wife and six sons. One of his sons, Daniel E. Rogers, born in the log cabin in 1811, continued to live on the farm until his death in 1904.

Joseph Blackmer, a native of Kent, Connecticut, settled in Wheatland in 1808. He was a descendant of Peregrine White, the first white child born in New England, and of Elder Brewster of the Mayflower. Blackmer purchased 140 acres from Elisha Farwell on the west side of Belcoda Road. He gave the land for the burial ground and his son, Oliver, sold a plot to the church for the sum of thirty dollars.

Jirah Blackmer, familiarly known as "Deacon Blackmer," came with his father. He was a young man of twenty-two and brought with him his wife, Sarah Joslin Blackmer.

## BELCODA CHAPTER XLVIII

1810 - 1819



THE EXACT DATE of the building of the old log school house is not known. It is supposed to have stood on the northwest corner of Belcoda and Harmon Roads, but we know that a few pioneers met in the log school house in May, 1811, to organize a church. Several months later, in September, the Baptist Church of Wheatland was organized and consisted of the following members: Rawson and Lydia Harmon, Jirah Blackmer, Andrew G. Cone, Benjamin and Anna Irish, Henry and Mary Martin, Joseph and Polly Tucker.

At the first meeting Jirah Blackmer was appointed clerk. All the church records are in his handwriting until the pen fell from his tired fingers more than fifty years later. He was clerk for fifty-six years and a deacon for fifty-three years.

It was in the first years of this decade that Benjamin Irish settled on lot No. 10 on the west side of the Mumford-Riga Road, and George H. Smith came from Dalton, Massachusetts, and settled on a farm on what is now Smith Road.

William Shirts settled on the south side of the Belcoda-Clifton Road. He came from Newark, New Jersey, in 1811 and in 1813 opened a tannery near the springs on his farm. The business flourished for a number of years.

Two months before the small group of people met in the school house in 1811, Deacon Rawson Harmon I settled on lot No. 24. He came from New Marlborough, Massachusetts, with his five daughters and six sons. He, as well as his six sons, became prosperous farmers and influential citizens.

An article appeared in the Detroit Christian Herald by Dr. Isaac Smith in which he told about attending the log school house in Belcoda. He describes it as a log house covered with bark, with a wide fireplace; split logs formed the floor. His father, Elisha Smith, settled near Belcoda in 1811.

A man named Deacon Smith built a small log cabin near the corners in 1812 and set up a boot and shoe shop. Another early settler whose name has disappeared from the town was Eliah Goble.

In the summer of 1813, Solomon Brown visited the church and was invited to become its minister. He accepted and thereby became the first settled Baptist minister west of the Genesee River. Reverend Brown came with his wife, two daughters and three sons from northern New York. He traveled by wagon to Albany, then westward, fording the Genesee River near the present Court Street bridge. He purchased fifty acres of land on the west side of the Mumford Road. On the brow of a hill at the north end he built a story-and-a-half log house, square in plan, with a door on the south side. The loft was reached by ladder and it had windows at the east and west ends.

Reverend Solomon Brown was a soldier in the Continental Army and served throughout the Revolutionary War. On a Sunday in the latter part of August, 1814, while worshipping in the little log school house, an urgent message was brought to him that the British contemplated an attack on Fort Erie which would endanger the village of Buffalo. The soldier-minister hastily concluded his sermon and read the dispatch. He then announced that the worship of God would be continued that afternoon on "the green" at Garbuttsville.

Incredible as it may appear, seventy-four men responded to this

call, they being nearly the entire adult able-bodied male population of what is today the town of Wheatland. (For list of names, see Appendix 25.) With all available arms that could be collected, the company of men set out on their march to Buffalo on Monday morning. On September 1st they were enrolled in the service of the United States. The men participated in the successful defense of the fort on September 23rd. William Garbutt and Stephen Guy Peabody were wounded. Peabody and one other man were made prisoners and taken to Montreal. After six months of imprisonment they were released and returned to their homes.

The members of the company were later granted a warrant by the government entitling them to 160 acres of public land and at a still later date the surviving members were granted a pension.

At the time of the War of 1812, the present town of Wheatland was a part of the town of Caledonia, and the men from the vicinity of Caledonia and Mumford formed another company under the command of Captain Robert McKay.

The patriotism and the military spirit of Reverend Solomon Brown is so well expressed in a letter to his son, Theron, serving on the Niagara Frontier, it deserves mention. The letter, dated September 10, 1814, reads as follows: "The family well and wish you to conduct yourself like a good soldier. Quit yourself like a man and if you die, die valiantly, trusting in the mercy of God. The cause is good. You have our prayers for our afflicted country and the shield of Jehovah for you and our western army in the present emergency . . . Encourage the soldiers to do something worthy the cause they are contending for, and retrieve the character of the Buffalo Militia."

Solomon Brown died in 1815. His son, Theron, took over the farm and added to it until the farm consisted of more than 400 acres. Soon after, he built the small frame house, known as the east house.

In May, 1814, Ashbel A. Hosmer came to Wheatland with a load of "hollow-ware" or caldron kettles. He sold the kettles and remained over the weekend in Scottsville where he attended a church service. Later in the same year he returned and sowed wheat on a farm and for a short time resided on Belcoda Road. The following year he purchased part of the farm known for many years as the Hosmer homestead.

In 1815, the people of Belcoda School District No. 8 built a new brick schoolhouse. Its exact location is not known, because it was built before the old log school was razed and the material sold. The

foundations were twenty by twenty-eight feet and were laid by Alvin Armstrong for the sum of \$14.58. Several men agreed to draw the brick from David Farwell's brickyard for \$1.12 per thousand.

The Reverend Ely Stone came to serve the Baptist Church in September, 1817, as pastor. He first studied medicine and was a practicing physician until he was thirty-five years old, when he turned his attention to the ministry. Reverend Stone remained at Belcoda Baptist Church for ten years. During this period he spent much of his time doing missionary work among the Indians at Tonawanda. In October, 1825, the first Indian converts were admitted to the branch of the church at Tonawanda. Parker the Aged, William Printop and Coeander were among the first converts.

Shortly thereafter a frame schoolhouse was erected on the southwest corner of North Road and the Wheatland Center Road. It was known as District No. 5. Rebecca Armstrong taught in this school and later Daniel S. Dickinson was a teacher here. He became Lieutenant Governor of New York, Attorney General of the State and a United State Senator.

John Welch came from New Milford, Connecticut, in 1816. He was a cooper by trade and was particularly busy making barrels for Philip Garbutt's mill in Garbutt. By 1820 he had accumulated the means to buy the farm of Paruis and Hiram Cady.

On July 24, 1814, the day preceding the battle of Lundy's Lane, Ebenezer Skinner was forced to deal out rations to the British soldiers; the following day his farm was part of the battlefield. The day after the fighting he was forced to aid the British burial parties in the interment of the dead. He became so indignant over this forced treatment by the British soldiers that he sold his farm and in 1817 settled on part of lot No. 29 in Wheatland. He built his home on west side of what today is known as Cedars Road. His son, Almond Skinner, born in Lincoln, Canada, in 1814, continued to operate the farm after the death of his father.

A grain-cradle-maker, James Olmsted, settled on the farm north of Harris Roger's farm in 1818. He made an excellent grain cradle and his reputation was widespread. At times he gave employment to three and four mechanics.

Many settlers came to Wheatland and remained for a few years. Some remained long enough to build a log house and clear a few acres and then sell at a profit. Others left because they saw better opportunities further west. Elisha Farwell, Marvin Cady, Nathaniel Taylor, Eliah Goble, Paruis and Hiram Cady all moved further

west. Benjamin Irish, one of the little group that organized the Baptist Church, also left Wheatland in 1816. He sold his farm to Abram Grant, who remained here many years.

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## BELCODA

### CHAPTER XLIX

1820 - 1829



THE PEOPLE of the Belcoda region built the First Baptist Church of Wheatland in 1821, when Reverend Ely Stone was pastor. Elder Stimson described the church as follows: "It had high, deep galleries, seats with high straight backs, with a sharp rib called a railing, and a lofty pulpit with a long stairway leading up both sides into a little box with a board seat—the whole as large as a common bureau."

Elder Stone resigned as pastor of the church in 1827 and in June of the same year Aristarchus Willey became pastor. His stay was short for he resigned in December, 1828. Elder Baker served as part time preacher, and was succeeded by Elder William Smith in January of the following year.

The tannery of William Shirts proved to be a profitable venture and in 1825 he built a new two-story frame house on the north side of Harmon Road. It is today the home of Isabel Harmon.

Some time prior to 1826 a man named Weaver erected a mill on the outlet of the Blue Pond just west of Wheatland Center Road. During 1826 the records state that the Cedars Road was opened from David Farwell's place past Ebenezer Skinner's to Weaver's mill. This road was extended westward in 1832 to Shirt's tanyard.

When the 46th Brigade of Infantry was organized in the Rochester area in 1829, Theron Brown was made its commander, with the rank of major-general.

# BELCODA

## CHAPTER L

1830 - 1839



DURING the twenties rapid progress was made. The extreme hardships of the pioneer days had entirely passed. The farmers had cleared large areas for planting and were reaping large quantities of wheat. The completion of the Erie Canal made possible the shipping of the ever-increasing quantities of flour demanded by the seaboard cities. When the pioneers arrived they hastily built log houses and then proceeded to clear the land for production. Beginning with the second quarter of the century, many of them built beautiful frame, brick, cobblestone or field stone houses which excite the admiration of people who appreciate beautiful architecture.

Rawson Harmon I, familiarly known as "Deacon," built the two-story brick house on North Road in 1830, which is today the Dempsey farm. Two years later, in 1832, his son, Arial, erected the cobblestone house on the south side of North Road, now the home of Charles Muntz. The following year another son, Sylvester, started to build his two-story cobblestone house on the northwest corner of North Road and the Mumford-Riga Road. He lived here until 1861 when the property came into the possession of Volney Brown.

The records state that a new road was laid out in 1832 from Farwell's mill west past Shirt's tanyard. This road ran at right angles to the road that was laid out in 1826 from North Road past Ebenezer Skinner's and is today known as the Cedars Road. The new road ran east and west on a line in the break that still remains in the Cedars Road. This short break running east and west is part of this old road. The new road connected Farwell's mill (which no doubt stood on the small stream entering Blue Pond) with the Clifton Road just to the north of William Shirt's tanyard. This road was discontinued in 1848.

Elder Horace Griswold was called to serve as pastor in the Belcoda Church in November, 1831, and in September, 1834, Elder John L. Latham succeeded him. Latham's salary was \$350. per year. He remained but a short time and was succeeded in June, 1835, by Elder Daniel Eldridge. In October, 1837, Elder John Middleton became pastor of the Belcoda Church.

General Theron Brown was supervisor of the town of Wheatland in 1837 and 1838.

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## BELCODA

### CHAPTER LI

1840 - 1849

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THE COMMUNITY known as Belcoda was primarily a farming center. A few craftsmen were necessary to make the community somewhat self-sufficient. There was a tanner, shoemaker, blacksmith and cooper. The grist mills at Garbuttville, Wheatland Center and Clifton were nearby. Most of the pioneers were agriculturists and the principal crop was wheat. The Monroe Agricultural Society was founded in 1840; Rawson Harmon II served as its president in 1843 and 1844.

Several men from Wheatland contributed some very interesting articles in the farm papers of that day. The following notes are taken from a paper written by Rawson Harmon II in 1842 and published in "Transactions of the N. Y. State Agricultural Society": "The first wheat cultivated in the town of Wheatland was sown in the fall of 1788, on land then owned by Indian Allan, but before it was harvested became the property of Peter Sheffer I. The amount sown was two bushels on about two acres. The variety was called the 'Lisbon' or 'Velvet Bald.' The harvest amounted to 62 bushel and was of a fair quality. This variety was the only kind cultivated for several years."

"In 1794 the 'White Chaff' bearded was introduced but soon gave way to 'Red Chaff Bald.' This was well adapted to the Genesee Valley. In 1803 Peter Sheffer II harvested 40 acres grown on the flats. They yielded 62½ bushels to the acre."

A variety of wheat called "White Flint" was introduced in the early 1820's, but in 1827 it was superseded by "Velvet Beard" or "Crate Wheat," an English variety. At the same time "Indiana Wheat" was introduced. The scientific farmers were trying to develop a wheat that would continue to give high yields and earlier ripening as well as good flouring qualities and also be resistant to the Hessian fly.

Again in 1843, in the "Transactions of the N. Y. State Agricultural Society," Rawson Harmon II reports on the new variety of

wheat called "Wheatland Red" developed from the "Virginia May" variety on his North Road farm. He stated that the wheat had withstood the severe winters as well as the most hardy varieties so far developed, and that it grew well on soils where other varieties were subject to rust. In the four years he tested this wheat, it had shown no appearance of rust.

Elder John Middleton resigned in January, 1842, as minister and was succeeded by Elder Gibbon Williams. Williams delivered his farewell discourse on October 13, 1844. In February, 1845, Elder Hiram K. Stimson was called to become pastor of the Belcoda Church at a salary of \$450 a year. He was the author of the book, "From Stage Coach To The Pulpit," an autobiography published in 1877. During his five years at Belcoda, the church as well as the town of Wheatland reached its greatest days of prosperity.

The old church built in 1821 was completely remodeled in 1845. New pews and desk, conforming to the modern usage, were installed. The congregation expected to occupy it in a few days when, on the morning of January 29, 1846, it was completely destroyed by fire. This calamity, though severe, did not dishearten the people because they immediately started to erect a new church upon the old foundations. The work progressed so rapidly that the new church was dedicated November 18 in the same year. The repairs on the old church had been completed at a cost of \$1,700 and the new church was erected at a cost of \$7,000.

In the spring of the year 1846, the farm of Rawson Harmon II (now known as Blue Pond Farm) was the location of a school, advertised as the "Western New York Agricultural School." The founders of this school were Rawson Harmon II and Professor Daniel Lee, editor of the "Genesee Farmer," an agricultural paper published in Rochester. Professor Lee was to have charge of the theoretical side of farming and Harmon was to give instruction on the practical work such as plowing, reaping and mowing. The course required four years and the purpose was to graduate scientific agriculturalists. The charge for attending this school for both tuition, board and room was \$100. per year. About twenty students enrolled in the summer of 1846 but this was not sufficient to carry on the work and the future prospects were not encouraging. Application was made to the State Legislature for an appropriation in its behalf, but it failed to receive any favorable action. The state was then asked to take possession of the school, making it a state institution, but this also failed. In the spring of 1847 the school was moved to Ellwanger and Barry's nurseries south of Rochester. Mr. Barry

assumed Mr. Harmon's position as practical instructor, but the school failed to attract enough students and it was closed in the fall of the same year.

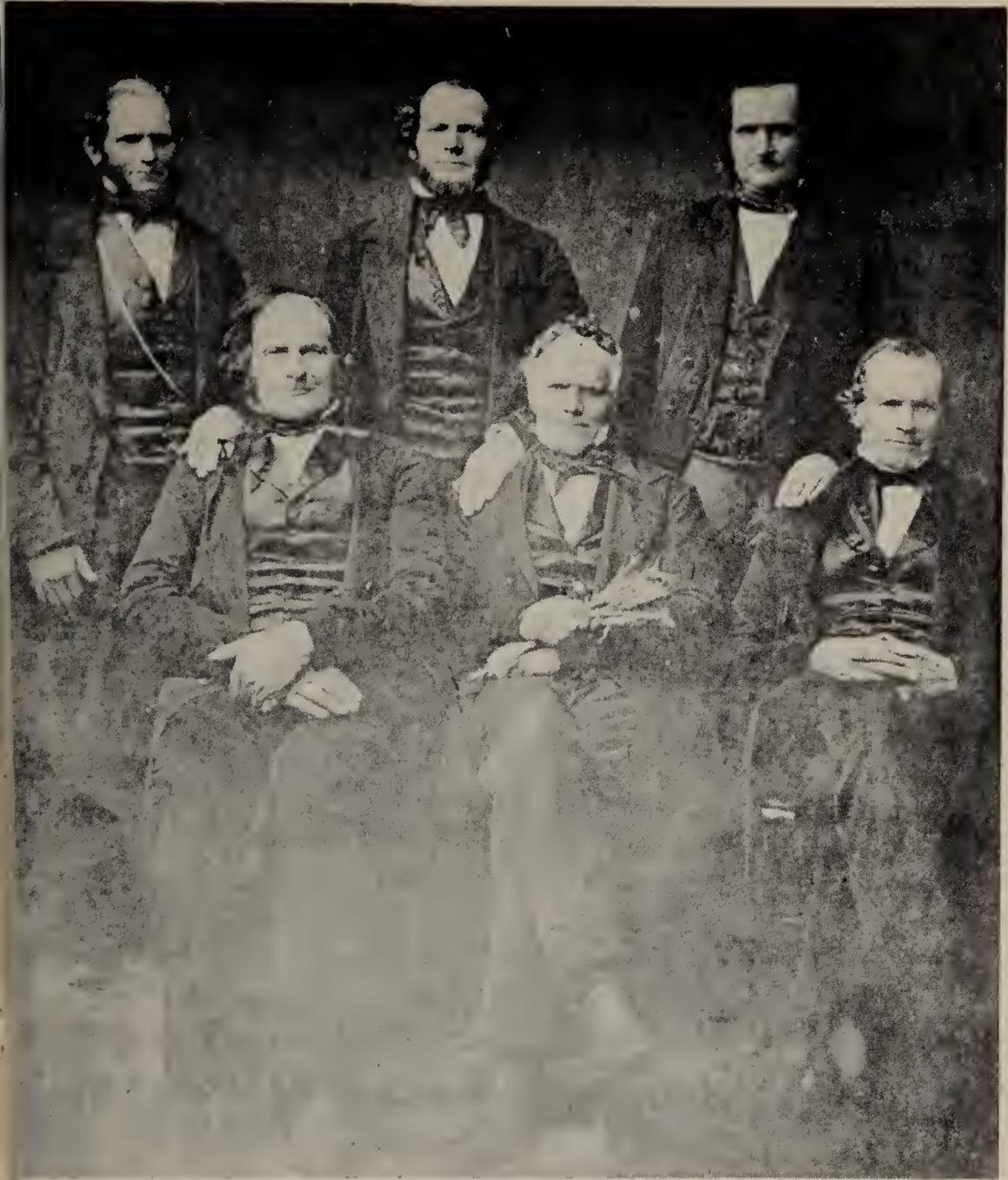
Rawson Harmon II built his home on North Road during 1846 and continued his work on scientific farming. He not only aided in the development of wheat, but improved the strains of American sheep and the production of wool.

During the late 1840's, some Baptist churchmen in the Rochester area desired to establish a seminary in Rochester. At first an attempt was made to move the seminary at Hamilton to Rochester, but this failed. It was necessary to found a new institution and plans were made to raise an endowment fund of \$130,000. After an effort had been made in the city, the next community expected to aid was Wheatland. Elder Stimson, who had worked from the beginning to establish a seminary in Rochester, invited Reverend Church, Deacon O. Sage and John T. Wilder to come to Wheatland. The records show that the people in Wheatland, through the efforts of the Belcoda Church, contributed nearly \$6,000 to the new University of Rochester that opened on West Main Street in 1850.

Ira Harmon built his house on the north side of Harmon Road in 1848. It is now occupied by John E. Harmon, a grandson of Ira.

There was a cobblestone blacksmith shop on the north side of Harmon Road next east of the Shirts-Harmon house in the late 1830's. Who built it and occupied it before 1849 is not known, but Joseph Longely, who came to Wheatland as early as 1830, bought it in 1849. He conducted the blacksmith shop until 1869 when he sold it and moved to Wisconsin. Longely lived in a house on the south side of Harmon Road across the road from his shop which has long since been torn down. The cobblestone blacksmith shop was razed by Eugene Harmon in the 1890's.

(See Appendix No. 26 for interesting notices about Rawson and Elisha Harmon.)



THE HARMON BROTHERS

SYLVESTER

ANAN

ELISHA

IRA

RAWSON

ARIEL

THE SCOTTSVILLE AND LEROY  
RAIL-ROAD COMPANY.

Shares.

CAPITAL STOCK, \$200,000.

In Four Thousand Shares of Fifty Dollars each.

This Certifies that

ENTITLED TO

SHARES IN THE CAPITAL STOCK OF THE  
SCOTTSVILLE AND LEROY RAIL-ROAD COMPANY,  
BEING FIFTY DOLLARS EACH SHARE.

Dollars upon each Share is acknowledged to have been  
received. This Scrip is transferable only on the Books of the said  
Company by the said Stockholder or  
Attorney.

Given the day of 183

COMMISSIONERS  
FOR  
Distributing Stock.

Date

Shares.

SCRIP TO

PAYMENT OF

\$.

On each Share.

# BELCODA

## CHAPTER LII

1850-1859



FOR FORTY YEARS after its organization, the First Baptist Church of Wheatland at Belcoda increased in membership and wealth until it became one of the strongest connected with the Baptist denomination. The 1850's saw it reach its greatest height as well as its rapid decline. The farmers of the community were the main support of the church and this decade saw the beginning of the decline of the growing of wheat in this region.

Elder Hiram Stimson resigned as pastor in 1850 and the church committee went to New York and invited the Reverend W. W. Everts, one of the ablest ministers of his day, to be their pastor. He was given the large salary of \$600, his parsonage, and fifty dollars for moving expenses. Reverend Everts was a city-trained man and to him the future belonged to the cities and villages. He believed in church extension and immediately asked permission to supply in the villages of Clifton and Mumford, and so began a systematic effort to divide the mother church. His plan succeeded and daughter churches were built in Clifton, Churchville and Mumford. They drew heavily upon the membership of the mother church at Belcoda and from this time the church declined rapidly.

The Reverend Everts asked for and received a letter of dismissal and went to the Mumford Church. He was succeeded at the Belcoda Church by Reverend S. M. Bainbridge in 1853, but Bainbridge remained only one year when he was followed by Reverend Thomas Clark. Reverend Austin Harmon, son of Sylvester Harmon, followed Reverend Clark in 1858 and remained for two years.

Deacon Rawson Harmon I died in June, 1850. His son, Elisha, remained in the homestead and continued to run the farm. He was twice elected supervisor and represented the town of Wheatland in 1846 and 1847. In 1849 and 1850 he served two terms in the State Legislature. Elisha Harmon's daughter, Emma, married Oscar Folsom of Folsomdale, and their daughter, Frances, became the wife of Grover Cleveland, President of the United States. For seven years she presided over the White House. Frances Folsom spent many of her girlhood summers at her grandparents' farm on North Road.

At the first international exposition held in the Crystal Palace

in London, Rawson Harmon II received the First Prize and gold medal for his exhibit of thirty-five varieties of wheat, all grown on his farm on North Road. He also received First Prize for his exhibit of flour from wheat grown on his farm and ground by Anan Harmon in his mill at Clifton.

In the "Transactions of the N. Y. State Agricultural Society" in 1850, Rawson Harmon published the following:

"Expenses of cultivating nine acres of wheat with one plowing, on a clover lay where hay had been taken off the same year:

A man with 3 horses and plow, 7 days at \$2.00 per day .	\$14.00
A boy with 2 horses rolling, cultivating and harrowing 3 days at \$1.00 per day .....	3.00
Man and team drilling in .....	1.00
9 bushels improved wheat, prepared at \$1.25 .....	11.25
Harvesting and shocking, 58 cents per acre .....	5.22
9 bushels plaster and sowing .....	2.00
72 pounds of clover seed and plowing .....	5.25
Interest on 9 acres at \$70.00 per acre .....	44.10
	<hr/>
	\$85.82

Receipts from above nine acres of wheat:

23 bushel per acre is 207 bushel at \$1.12 1/2 .....	\$232.87
Expenses as above .....	85.82
	<hr/>
	\$147.05

During the 1850's the average wage paid to a hired man on a farm was about \$150 per year. A boy working on a farm was usually paid about \$72 a year. A hired girl received about \$65. Board and room were included.

Ephraim Blackmer, son of Joseph Blackmer, built the large two-story frame house on the west side of Belcoda Road in 1857. The small house that was on the site was moved back to the barns and made part of them. His son, Newton, occupied the house after his father's death.

During the 1850's, Ira Harmon carried on an extensive plaster business. He had two mills, one in Mumford and one on his farm. The mill in Mumford was in operation from 1852 until 1860. The one on his farm was located on the west side of the Mumford Road, on the south bank of the stream that ran into Blue Pond. The mill on his farm was in operation during the "fifties" and "sixties." Harmon mined the gypsum rock from surface pits on his farm and carted it to his mills.

# BELCODA

## CHAPTER LIII

1860-1869



THE ESTABLISHMENT of the Baptist churches in Clifton and Mumford resulted in the transference of many members from the Belcoda Church. It declined in strength until only a few members attended the services. The Reverend John M. Shotwell was pastor from 1861 until 1862. He was followed by Reverend Martin W. Holmes, who remained until 1867. The last pastor was the Reverend David Morse from 1868 to 1869. The last entry in the Belcoda Church records is dated April, 1870.

Eighteen hundred seventy also marked the end of the community center known as Belcoda. The spiritual center of the area was the church and the closing of the church ended community spirit.

During the late 1860's and through the 1870's, Charles Justice conducted a small cobbler shop in a small building in front of his home. It was located on the west side of Belcoda Road a short distance north of the brick school house.

Thomas McGinnis left Ireland in 1838, and settled on the corner of North Road and what is now known as McGinnis Road. His son, Peter McGinnis I, was twelve years old at the time. By the 1860's there were several families with that name located along the McGinnis Road and the locality was referred to as "McGinnisville."

For more than twenty years the people discussed the building of a new school to replace the one built in 1815. In 1866 a building committee was chosen and they secured a plan for a schoolhouse from a Mr. Warner. The brick schoolhouse was erected in 1867 on the corner of Harmon and Belcoda Roads. It was occupied until 1942 when the district voted to close the school and send the pupils to the Caledonia School.

# BELCODA

## CHAPTER LIV

1880 - 1889



**S**OMETIME IN 1881, after the Belcoda Church had been standing vacant for a number of years, a group of men formed an organization called the "Wheatland Cemetery Association." They were William Shirts, Newton Blackmer, John I. Kelsey, Eugene E. Harmon, Volney P. Brown and Chester H. Brown. In 1883 they sold the church building and it was dismantled and the lumber re-used. The bell was sold to the church at Hilton and Mr. Willard Hosmer was appointed secretary and superintendent of the cemetery.

About this time there came to the Belcoda community a Clayton Coles, who was born a slave, and served as a body-servant to General "Stonewall" Jackson during the Civil War. After the war he worked on the estate of John Wanamaker and later came to Wheatland. He became a preacher to his people. Although he had no formal education, he was an eloquent speaker. Coles first held meetings in the old church parsonage which stands on Belcoda Road. When the colored people, through his efforts, established the Second Baptist Church in Mumford, he was its first pastor.

When the Reverend Clayton Coles came to Wheatland, he found many of his people scattered throughout the town. The large number of colored people in the town of Wheatland can be attributed to Captain Frank B. Harmon. He was an officer in the Union Army, and after the war he was stationed in Culpepper Court House, Virginia. Here he saw hundreds of Negroes wandering about aimlessly in their new-found freedom without work or a chance to earn a living. Captain Harmon remembered the need of field labor on the farm, especially during the harvesting season. Therefore Captain Harmon, with the help of Eugene Harmon, Volney Brown and Cameron McVean, had a carload of Negroes sent to the town of Wheatland. It was the beginning of a considerable migration to this region.

Reverend Clayton Coles died in 1926 and lies buried in Belcoda Cemetery, which had been under his care for twenty-five years.

Philetus Rulifson came to Wheatland from Schoharie County, where he was born in 1827. He was a progressive farmer; interested in all improvements to lighten the task of the farmer. During the

1870's and throughout the 1880's, while he was inventing the first practical bean-harvester, he lived on the east side of Belcoda Road, opposite the brick school house. His son, William, was associated with him in the various experiments, and a patent was filed in December, 1884. Although they continued to work upon improvements for several years, Rulifson never succeeded in finding a manufacturer who would produce his bean-harvester.

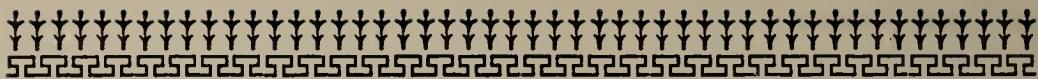
## BELCODA CHAPTER LV

1910-1919



A MOVEMENT was inaugurated by Dr. Frank F. Dow and his wife, a descendant of one of the founders of the Belcoda Church, to erect a memorial stone on the site of the church. A committee consisting of Charles T. Brown, Mrs. Eugene E. Harmon, Sidney A. Hosmer, Reverend Glenn B. Elwell and Mrs. Frank F. Dow was appointed and empowered to raise funds and provide a memorial. The memorial selected by the committee consisted of a large boulder with a bronze tablet, the inscription on the tablet reading:

1811-1870  
BELCODA  
*Site of the*  
FIRST BAPTIST CHURCH  
*of*  
WHEATLAND  
*First Edifice 1821*  
*Enlarged, Burned, Rebuilt*  
*1845 - 1846*  
*First Pastor, Reverend Solomon Brown*  
*First Deacons, Jirah Blackmer, Rawson Harmon*  
*Daughter Churches*  
*Clifton • 1852 • Mumford*  
*Churchville*  
*Memorial in Reverent*  
*Memory*  
1916



## BEULAH

### CHAPTER LVI

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**B**EULAH, like Belcoda, was never a village, it was a hamlet located on a crossroads. The intersection of the Beulah and North Roads was given the name of Beulah when the church was built in 1851. The area around the crossroads was settled by the same Scotch that founded Mumford and Caledonia.

The early settlers were John Anderson, the original owner of the northeast lot, where the church stood. He built a log house and kept bachelor's hall for many years before moving to Canada. Further north on the Beulah Road lived John Malloch. John McDermid was the pioneer settler on lot No. 8 on the north side of North Road, just west of the corners. Later this farm was owned by his grandson, James Campbell. Donald McPherson, John McPherson, John Blue, John Christie and Thomas Faulkner also located in the immediate neighborhood.

A small stone schoolhouse was built on the southwest corner before 1827. Very little is known about it, nor is there any record indicating the time it was removed. Between 1840 and 1845 District No. 9 built a frame schoolhouse on the same corner to the rear of the previous stone schoolhouse. It was a small, rough boarded building, painted red. All the seats were made by the carpenter.

During the first fifty years of the nineteenth century, the people in this locality attended the stone church in Caledonia. But by the "forties," the increase in population as well as the increase in their wealth gave birth to the desire to have a community church of their own. They saw the wonderful success of the Baptist Church two miles away at Belcoda and they believed a church at their cross-roads could become a similar influence to their community.

A meeting was held at the home of Donald McPherson on May 4, 1850, to discuss the possibility of building a church. The meeting was attended by Deacon Robert McVean, Alexander McPherson, Malcolm McPherson, John Menzie and Daniel McArthur. A committee of three was chosen to obtain a site near the schoolhouse. They were John Menzie, Donald McPherson and Malcolm McPherson. The same committee was selected to obtain subscribers for funds sufficient to erect the building.

The meeting passed a resolution that its action in withdrawing from the Caledonia Church and building a new one, was wholly from duty and not ill will.

At a later meeting, the committee reported the purchase from Sylvester Harmon of the northeast corner lot for the sum of one hundred thirty dollars. It was agreed that a seat in the church should be worth twenty dollars. The report was accepted.

The subscription committee reported a sufficient sum of money had been subscribed and that it would be possible to proceed with the building. A building committee was appointed, consisting of John Menzie, John Malloch, Daniel McArthur, Thomas Faulkner, Malcolm McPherson and Walter Gustin. They were instructed to build a church after the plan of the Baptist Church at Belcoda, except for the vestry and steeple, which should be smaller and less expensive. The contract was awarded to Ward & Company, for the sum of \$2,410; the church was to be completed October 1, 1851.

The "raising" took place on the 16th of July. It was always an eventful day when the frame of a barn or house, and especially a church, was raised. The large timber frame for an entire side was pinned together as it lay on the ground. The four sides were then raised in position and pinned together. A large crowd of people turned out for the "raising" and the ladies served supper for more than three hundred people. The Reverend Alexander Shaw of Hebron, Washington County, was a guest speaker that day and he took for his text, the fourth verse of the 62nd Chapter of Isaiah:—"Thou shalt no more be termed Forsaken; neither shall thy land anymore be termed desolate; but thou shalt be caller Hepsi-bah, and thy land Beulah; for the Lord delighted in thee, and thy land shall be married."

Henceforth the corners were called Beulah. The church was opened on January 1, 1852, by the Reverend Donald C. McLaren of the stone church in Caledonia. He presented the congregation with a Bible bearing the following inscription:—"To the Associated Reformed Congregation to worship in the House of God at Beulah, still forming a part of the flock which I have in charge, in token of my gratitude for their uniform kindness to me, of my great affection for them in the Lord, and my cordial acquiescence in their contemplated organization as a distinct church, I present this Bible on the day of which this house was first opened for public worship. Donald C. McLaren, Caledonia, January 1, 1852."

The United Presbyterian Church of Beulah was formally organized February 24, 1852, with twenty-seven members.

Soon after 1850, David Tennent and his wife, Mary, came to America from Scotland. They first located in Avon, where James Tennent was born. Shortly thereafter they moved to Wyoming County where Margaret Tennent was born. When she was two years old her parents moved to Beulah, where her father opened a blacksmith shop, on the north side of North Road about five hundred feet east of the corners. Beulah at this time consisted of a church, schoolhouse, shoe shop, blacksmith shop and five dwellings, surrounded by rich farmland and prosperous farmers.

During the Civil War the people of Beulah erected a large liberty pole, and the "lint societies" met weekly at the church. The women would pick lint and make bandages to be sent south for the wounded soldiers.

Michael Skivington came to America in 1843 at the age of twelve with his parents and settled in LeRoy. In 1886 he came to Wheatland and purchased the farm of James Campbell west of Beulah.

During the last half of the "eighties" Michael Freeman II from Mumford succeeded David Tennent in the blacksmith shop. In 1895, Patrick Hickey moved into the shop and conducted the smithy until 1899, when he returned to Mumford.

When a young man, James C. Tennent went to the Pennsylvania oil fields and worked for Wesley Chambers and the Bradford Oil Company. He returned to this area in 1893 and wrote the book, "The Oil Scouts," published in 1915. His sister, Margaret S. Tennent, is well known for her poetry and Indian legends, especially her well-known poem, "The Oatka Trail."

In 1919 the frame schoolhouse was moved from the southwest corner across the road to the north side of North Road, next west of the corner lot. The district closed the school in 1938 and the students went to Caledonia to school. In 1950 it was included in the centralization of the Caledonia-Mumford schools.

During the 1920's the church gradually declined. The automobile made it possible to easily reach the larger churches in the villages and cities. At the request of the membership, the Presbytery of Caledonia agreed to dissolve the congregation. At a public sale on April 29, 1939, the church building and lot were sold to Frank Sheffer of Mumford and the parsonage property was sold to Henry Swanton.

On Thursday afternoon, July 20, 1939, a large boulder, located on the site of the church, was dedicated with appropriate ceremonies. The boulder came from the farm of Frank Sheffer.

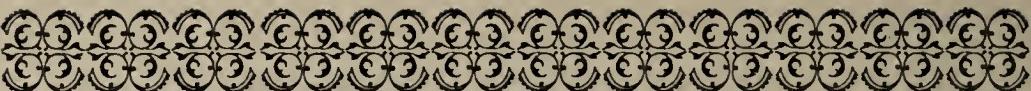
In front of the boulder stands a sundial made by Thomas Faulkner, an active member in the early days of the church. In 1854 the sundial was presented to the church and set on a pillar by the roadside.

The church and the "smithy" have disappeared. The old school-house is now used as a residence. Only a few houses remain to mark the corners that for more than sixty years were a spiritual center of a prosperous community.

#### LIST OF PASTORS IN BEULAH CHURCH

Reverend Isaiah Faries, December 14, 1852, to June, 1858  
Reverend Wm. J. Robinson, December 6, 1859, to January 22, 1873  
Reverend Wm. H. Haney, May 7, 1873, to October 12, 1883  
Reverend Homer A. Wallace, May 7, 1884, to August 29, 1886  
Reverend James A. Anderson, May 2, 1887, to May 3, 1889  
Reverend David Anderson, February 19, 1891, to April 12, 1896  
Reverend Wm. D. Strangeway, January 25, 1895, to July 21, 1901  
Reverend R. J. Kyle, April 21, 1902, to May, 1905  
Reverend John J. Francis, May, 1907, to October, 1912

Mr. McGee .....	supply—1913
Reverend John Copeland .....	supply—1914
P. G. Yates .....	supply—1915
Reverend Taylor .....	supply—1916
Reverend A. D. D. Frasier .....	supply—1917
Mr. Fortner .....	supply—1918
Rev. Alexander .....	supply—1919
John I. Alexander .....	supply—1919-1922
Jas. A. Kennedy .....	supply—1923-1925
D. C. Littell .....	supply—1925-1932
Reverend W. M. Harper .....	supply—1938



# WHEATLAND CENTER

## CHAPTER LVII

1795-1809

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**E**ARLY RECORDS state that in 1795 Hinds Chamberlain, the Highway Commissioner, laid out a road from Isaac Scott's cabin extending westward as far as what is now Wheatland Center. It was not until 1799 that the first settler, Francis Albright, came from Seneca County and settled on a part of lot No. 27.

In the spring of the same year, the first of the Scotch settlers arrived in the Mumford-Caledonia area. Shortly after, John McNaughton, one of the five men selected by the Scotch to investigate the site offered them by Charles Williamson, also settled on lot No. 27 at Wheatland Center.

Five years later, in 1804, Francis Albright completed his grist mill. It was located on the south side of Oatka Creek, where the Ebsary Gypsum Company stands today. It was the first mill built on Oatka Creek. Before the mill was built, the settlers in this area had to take their grain to Allan's mill, at the Falls of the Genesee, or they were forced to crush the grain by hand in a mortar with a pestle.

Albright's mill was a crude one-and-one-half story frame structure with only one run of stone. The early mills were slow, cumbersome affairs, but they were far superior to the slow and laborious method of the hand mortar.

Albright's mill became widely known and settlers came from many miles away to have their grain ground into flour. George Goodhue came from as far as Braddock's Bay.

John McNaughton, who located just west of Wheatland Center, became a prosperous farmer and the first grain dealer in this locality. He shipped wheat to Canada before 1812 when there was no market for wheat in the Genesee Valley. The cost of transporting the grain to eastern markets was greater than its market value. Therefore some of the settlers built distilleries. John McNaughton built the first distillery, in what is now the town of Wheatland, on Oatka Creek, a short distance west of his home. For some reason he must have abandoned it before 1820, because it was not listed in the 1820 United States Census report.

William Armstrong settled on the west side of what is now Wheatland Center Road, south of the creek, in 1805. A few years later Charles Killam settled on lot No. 26, next south of Armstrong. Killam was a veteran of Captain Levi Lacy's Company in the War of 1812.



## C H A P T E R L V I I I

1810 - 1819

**F**RANCIS ALBRIGHT was one of the ten founders of the "Farmers' Library of Wheatland." The regulation that the library should forever be kept within two miles of the bridge over Oatka Creek, on Isaac Scott's farm, was rescinded in 1810 and the library was moved to Albright's mill. This move may seem strange to us, but it was the only mill on Oatka Creek and a grist mill was distinctly a community institution in those days. All the farmers went there to have their grain ground into flour. Notices were posted there, and the news of the outside world was available. While waiting for the grain to be ground, the farmers gossiped, traded, and discussed politics. It certainly was the place for the library, and Albright remained the custodian until 1816, when it was moved to Garbutt.

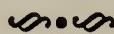
Shortly after 1810, Seeley Finch came from Oneida County and settled nearby, but he died in an epidemic in 1813. His son, Ephraim, became a prominent business man and served as supervisor of the town of Wheatland in 1857, 1858 and 1859.

In 1815 Rev. Donald Mann came to Wheatland and settled on parts of lots No. 36 and 37 on Stewart Road. He was born in Badenoch Parish of Laggan, Scotland, in 1782, and studied for the ministry at the well-known school of the Haldanes in Edinburgh. Mann left Scotland for America in 1809 and arrived in Caledonia the same year. He was a scholarly man who combined preaching with farming. He preached without remuneration and earned his support by hard labor on a pioneer farm. He, so the story is told, to give his horses a day of rest, often walked from his farm on Stewart Road to LeRoy to preach on Sunday. His five sons all attended college, but only two were graduated, Alexander from the University of Vermont, and Duncan from Hobart College. Duncan became an Episcopal minister, and his son, Cameron, and grandson, Alexander, became bishops in the Episcopal Church. Alexander Mann graduated from the University of Vermont in 1838 and, according to F. K. Beckwith, he became a lawyer and

practiced law in Scottsville and Rochester. In 1843, the Jerome Brothers established a daily Whig paper in Rochester called the "American" and Alexander Mann became its editor. The Jeromes sold the paper to Alexander Mann and his associates in 1850. The newspaper was united with the "Democrat" in 1857. Then Alexander Mann went to New York City and became an editorial writer on the New York Times. The Times, at that time, was owned by Henry J. Raymond, a classmate of Mann's at Lima Seminary and the University of Vermont. Alexander Mann died in 1860.

When Rev. Donald Mann first settled on Stewart Road he built a frame house that stood just west of the present stone house. In 1830 he erected the beautiful fieldstone house in which he died in 1868. The house is today owned by A. G. Palmer, who is gradually restoring the building.

Archibald Stewart settled on South Road opposite Wheatland Center in 1816.



## CHAPTER LIX

1820 - 1829

DURING THE YEAR 1820, Phillip Wardner settled near Wheatland Center on a thirty-three acre lot which he purchased from Ely Stone. He combined carpentry with farming for many years. Later, he moved to Allegany County, New York.

Francis Albright moved to Niagara County in 1820 and the mill passed into the possession of his son, Fowler Albright.

In this same year Clark Hall, an early settler of Riga, opened a store near Wheatland Center. A few years later, in 1825, he built the brick house on the west side of Wheatland Center Road and south of the Scottsville-Mumford Road. He opened the place as a tavern and it also served as a stagecoach stop. For many years, it was a popular place to hold town and political meetings, because of its central location. When the postoffice was established in 1826, Hall was appointed postmaster, and he located the postoffice in his tavern. At this time and until the "forties," Wheatland Center was called "Hall's Corners."

## CHAPTER LX

1830-1839

A SHORT DISTANCE south of Clark Hall's tavern on the west side of Wheatland Center Road, stands a two-story brick building that was erected in the early 1830's for an academy. It came rather late, for too many private schools of this type had been started. A small attendance kept it in existence for only three or four years. It has since been used for residential purposes and is now the home of Sylvester Maginnis.

Clark Hall purchased the grist mill from Fowler Albright, as well as the adjoining lands, in 1832. It probably was about this time that Hall sold his tavern to McLean. He continued to act as postmaster but the precise location of the postoffice during this period remains a mystery.

During the middle 1830's, when a group of enterprising men were trying to create an interest in a railroad from Scottsville to LeRoy, Clark Hall was actively working with them. After the charter was obtained for the construction of the Scottsville and LeRoy Railroad, he was one of the Corporators.

The railroad approached Wheatland Center from the east on an embankment that can be seen today on the north side of the Baltimore and Ohio Railroad tracks, and almost paralleling the tracks. The tracks approached in a line with the old highway to Mumford, and continued west along this highway. The railroad was opened as far as Mumford in 1837 and continued to Caledonia in the following year. The railroad had two passenger coaches, consisting of open platforms, nearly square in shape, with benches or chairs to accommodate the passengers. They were seldom used except on Sunday, when Clark Hall, with his family and friends, would ride to Scottsville to attend church.

After completion of the railroad, prospects for industries seemed brighter in Wheatland Center. Ephraim Finch built a dam across Oatka Creek just east of the Baltimore and Ohio Railroad crossing. Finch erected a distillery near the dam as well as several small houses, but he failed to attract any industries. When the railroad failed, all were abandoned.

After the completion of the Genesee Valley Canal, in 1840, the Scottsville-Genesee River Canal was abandoned, and the use of the railroad rapidly declined and it passed out of existence.

A frame schoolhouse was built by District 6 in the middle 1830's. About ten years later another was built. A deed for the site, dated

April 1, 1846, states that the property is conveyed by Ephraim Finch to the trustees, Henry Gilman, Benjamin Bissell and William Armstrong, for the sum of one dollar.



## CHAPTER LXI

1840 - 1849

**I**N 1844, Clark Hall sold the grist mill to Hiram Smith, who was anxious to own and operate a mill in the heart of the famous wheat-growing region of western New York. He immediately proceeded to completely remodel the old mill, installing five run of stone and improving the machinery, much of it of his own design and invention. In a short time Hiram Smith's "Genesee Flour" was known in all of the principal markets and was in great demand in the cities of Boston and New York. So great was the demand that he was compelled to construct and purchase other mills. At one time he operated six large mills.

A Mr. Ayers followed McLean as host in the tavern. In the 1840's it was taken over by Benjamin Bissell. In September, 1847, he was appointed postmaster. His term was short; John Murdock was appointed to replace him a year later.

George R. Hall, son of Clark Hall, born in Riga in 1813, was elected supervisor of the Town of Wheatland in 1848.



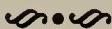
## CHAPTER LXII

1850 - 1859

**T**HE MILL of Hiram Smith was a busy place during the first half of the decade. These were the prosperous years for the farmers and the mills, but the summer of 1855 was the "wet summer," when rain ruined the wheat as it lay in the fields. In the three following years the wheat crop was ruined by the wheat midge. Disastrous for the farmers and the flour mills, the following years saw wheat growing decline in western New York.

In 1855 Ephraim White came, with his family, from Mansfield, Massachusetts, and settled in Wheatland Center. He was a basket-maker, and for eleven years worked at his trade before moving to Scottsville. The people of Wheatland elected Ephraim Finch supervisor in 1857, 1858 and 1859.

The postoffice was discontinued in 1858. John Murdock had been postmaster for the past ten years as well as host in the tavern built by Clark Hall. He discontinued the operation of the hotel after the closing of the postoffice. Since that time the building has been used for residential purposes and is now occupied by Jacob E. McComb.

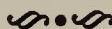


## CHAPTER LXIII

1860 - 1869

**A**LTHOUGH the flour mill required a great number of barrels, we have not found any evidence of a cooper shop in Wheatland Center. There were cooper shops in Garbutt and Mumford and they could have supplied the Smith mill. We know that a brick blacksmith shop was located on the south side of the Scottsville-Mumford Road just east of the Wheatland Center Road in 1860, and possibly earlier. It was occupied by Nicholas Cunningham, who sold out to James Cain in 1866. His son, Michael, was in the shop with him and they remained in business until 1878. From their account book we list a few items and the prices they charged:

4 new shoes .....	\$2.00
1 poker for engine .....	.75
Made a beetle ring .....	.25
3 large bolts and cold chisel .....	1.50
Hoop on pail .....	.20
8 links and 2 hooks on chain .....	.75
Sharpen 2 pick points .....	.25



## CHAPTER LXIV

1870 - 1879

**D**URING THE 1870's, the Rochester and State Line Railroad was constructed. It was opened from Rochester to LeRoy in 1874, and completed to Salamanca in 1878. The building of the railroad was very much opposed by a man named Hollam Hutchinson, who lived nearby, because the railroad passed through his property. It is said that during the night he would haul away the wood railroad ties to a nearby woods; but his efforts were useless and the tracks were pushed to completion.

In the winter of 1875, the Hiram Smith mill was destroyed by

fire and it never was rebuilt as a flour mill. Smith purchased another mill at Honeoye Falls and continued in the milling business from that place. During his operation of the mill, a period of more than thirty years, Smith introduced new and improved machinery. He saw the importance of thoroughly cleaning the grain before it was ground into flour. George Slocum of Scottsville installed his cleaning system of ducts and blowers.

Callon, who was a boy in the early seventies, often worked in the mill, shoveling the "shorts" or "bran" into the creek, for which he would receive ten or fifteen cents for a day's labor. At that time it was not known that bran could be fed to pigs. Callon remembers that "Jud" Munson was the miller during the last years of the mill.



## CHAPTER LXV

1880 - 1889

**T**HE WOOLEN MILL erected by W. D. Strobel in Mumford in 1882 prospered to such extent that it became necessary for him to expand. He therefore purchased the site of the old Hiram Smith mill, which had been destroyed by fire, and built a large new cloth mill in 1887. It was called Trout Brook Woolen Mill No. 2. The flannels and suitings made in Strobel's mills were in demand in New York, Boston, Chicago and San Francisco. But its existence was short, in less than twelve years the mill was closed.



## CHAPTER LXVI

1890 - 1899

**T**HE WHEATLAND Land Plaster Company was organized in the early 1890's. It was located on the south side of the creek to take advantage of the waterpower of the stream and the shipping facilities of the railroad. The Ebsary Gypsum Company occupies this site at the present time. The mining tunnels extended far back into the hill, so the rock was brought to the mill in small cars drawn by mules. The company was capitalized for \$50,000. Charles Root was the superintendent. About thirty-five men were employed to quarry about sixty cars of gypsum rock daily.

The woolen mill built by W. D. Strobel in 1887, as well as his woolen mill in Mumford, was closed before 1899. His equipment

could not compare with the machines of the American Woolen Company and consequently he could not compete with them in the market.



## C H A P T E R L X V I I

1900-1909

**A**T THE turn of the century the Wheatland Land Plaster Company was interested in several other projects besides the plaster business. One of these was the manufacture of "Black Death" bug poison, of which ground plaster is one of the ingredients. The poison was especially useful against potato bugs and was in great demand in the western states. More than five hundred tons of "Black Death" bug poison were manufactured during a year.

It was discovered that the gypsum mines possessed certain natural advantages for the growing of mushrooms. Mr. Eastman, who had spent several years in the mushroom business in the mines at Akron, was employed to develop the business in the mines of the Wheatland Land Plaster Company. In the abandoned mine tunnels frames would be built about fourteen feet long, six feet wide and about ten inches deep. In the bottom of the frames would be placed a layer of compost about six inches thick and over it would be spread the mushroom spawn. The spawn would then be covered with one inch to one-and-one-half inches of sand. About eighty pounds of mushrooms were shipped each week at the market price of one dollar a pound.

The business of the Wheatland Land Plaster Company gradually declined in spite of its ventures into the manufacture of insect powder and the raising of mushrooms. It was succeeded by the Consolidated Wheatland Plaster Company soon after the turn of the century.

In November, 1904, the Wheatland Cave Mushroom Company was organized with a capital of \$5,000. The company leased some of the unused mine tunnels of the Consolidated Wheatland Plaster Company for a period of forty years. The directors of the company were C. H. Root, H. C. Nobles, S. W. McDonald, M. J. Lee and E. A. Taylor of Caledonia, and F. S. McCumber and T. H. Jameson of Rochester.

After the cement companies discovered that gypsum could be used to retard the quick setting of cement, there was an increased demand for gypsum. The Consolidated Wheatland Plaster Com-

pany made a contract in 1903 with some of the leading Portland cement makers to supply them with 10,000 tons of calcined plaster.

A three-story building forty feet square was erected to the west of the existing buildings by DeLancey Cameron in 1903. The company installed two ten-foot calcining kettles with a capacity to produce 120 tons of calcined plaster every twenty-four hours. A fifty-horsepower engine and a turbine water wheel were also installed.

It was in 1905 that the Monarch Plaster Company began operations on the Patrick Keefe farm located on the east side of Wheatland Center Road and north of the creek. The capital stock of the company was \$125,000, and its incorporators were Charles S. Hunt of Rochester, Harry C. Nobles and R. V. Greenough of Caledonia.

The great demand for the new patent wall plaster in place of the old lime plaster, as well as the increased use of gypsum wall boards, awakened new life in the settlements of Garbutt and Wheatland Center. There were at this time, 1905, seven companies engaged in the mining or manufacturing of gypsum and gypsum plaster boards.

The Consolidated Wheatland Plaster Company was required to install new and improved machinery in 1908. The old mine tunnels were filling with water, which required the constant use of pumps. New shafts were sunk and new tunnels opened several hundred feet south of the plant.



## CHAPTER LXVIII

1910-1919

**F**IRE DAMAGED the Monarch Plaster Company to the amount of \$10,000. in August, 1909. A new building was completely destroyed, which was a severe loss to the company and caused it to close its business. It was declared bankrupt and in April, 1911, E. J. Davis, formerly of the Consolidated Wheatland Plaster Company, purchased the assets at a receivers' sale in Rochester. Operations were continued under the name of the Monarch Plaster Company. Two months later fire again visited the plant causing damage to the extent of \$12,000.

The Consolidated Wheatland Plaster Company was damaged by fire in June, 1913. The three-story building containing the calcining kettles was completely destroyed, and considerable damage was done to the new crushers, mixers and bagging machinery. Fire also damaged the new elevator shaft, but fortunately the

miners were able to escape from the mines by way of ladders in the airshafts.

The plant was rebuilt and in May, 1915, a news item about the Consolidated Wheatland Plaster Company relates that the plant was then operated on power furnished by a new 4-cylinder 150-horsepower gas engine. The capacity of the plant was forty tons of wall plaster and twenty tons of land plaster daily. Judson W. Howk was manager and George H. Cullings, superintendent.



## CHAPTER LXIX

1920-1952

**F**RANK BOOTH came from Rochester in 1903, and purchased a farm in Wheatland Center. He also started a milk business. In 1928, the sons, Ralph and Curtice Booth, entered the business, under name of Frank Booth & Sons. Curtice started a milk route in Scottsville and shortly thereafter, Ralph started one in Mumford and Caledonia. They built a new plant with modern pasteurizing and bottling machinery on their farm on the east side of Wheatland Center Road opposite Armstrong Road. Gordon and David, sons of Ralph and Curtice Booth, worked in the plant and on the routes with their fathers for several years. Frank Booth & Sons sold their milk business to the Geneseo Dairies in December, 1951.

The old schoolhouse on the Wheatland Center Road was closed in 1948, and since then the children have been attending the school at Caledonia.

The Ebsary Gypsum Company, a large manufacturing plant, is still in operation at Wheatland Center. The company employs about one hundred men and mines about four hundred fifty tons of gypsum rock per day. They manufacture gypsum lath, gypsum wall board, and wall plaster. The size of the gypsum lath board is sixteen by forty-eight inches; the wall board four feet wide and lengths from six to ten feet. Clarence Winslow is general manager of the plant. Frederick G. Ebsary began the manufacture of gypsum partition blocks in Garbutt in 1911. He moved the business to Wheatland Center in 1920 and expanded the business into the large establishment operating today.

## A P P E N D I X "A"

### *Revolutionary War*

At the time of the Revolutionary War, the Genesee Country was the home of the Seneca Indians. The following veterans settled in the Town of Wheatland and were buried in Wheatland Cemeteries:

William Bingham	Rufus Hibbard	Joel Phelps
Rev. Solomon Brown	Caleb Johnson	Solomon Savage
Rufus Cady	John Joslin	Comfort Smith
Captain Duer	William Lacy	Samuel Stanhope
Reuben Heath	Israel Merriman	John Toms

## A P P E N D I X No. 1

### *The Supervisors for the District of Genesee 1789 to 1797*

The district of Genesee was part of Ontario County and embraced the whole extent of the country west of Canandaigua to the Niagara River. The first town meeting for the area was held in Canawaugus April 9, 1791. The officers then elected and in subsequent years are as follows:

- 1791 Supervisor, John Ganson  
Path-master, Joseph Morgan
- 1792 Supervisor, Colonel Thomas Lee
- 1793 Supervisor, General Amos Hall
- 1794 Supervisor, General Amos Hall
- 1795 Supervisor, General Amos Hall
- 1796 Supervisor, Solomon Hovey
- 1797 Supervisor, General William Wadsorth

## A P P E N D I X No. 2

### *Meeting of April 4, 1797*

The votes were taken by Gad Wadsworth of the town of Hartford (Avon) for the officers of the Town of Northampton.

- Colonel Josiah Fish, Supervisor.
- Eli Granger, Town Clerk.
- Peter Sheffer, Assessor.
- Major Elijah Kent, Assessor.
- Jeremiah Olmstead, Assessor.
- Gideon King, Commissioner of Highways.
- Peter Sheffer, Commissioner of Highways.
- Joseph Morgan, Commissioner of Highways.
- Peter Sheffer, Overseer of the Poor.
- Simon King, Constable and Collector.
- Hinds Chamberlain, Constable.

Christopher Dugan, Path Master.  
 Joseph Morgan, Path Master.  
 Colonel Josiah Fish, Path Master.  
 Christopher Dugan, Fence Viewer.  
 Isaac Scott, Fence Viewer.

Fifty dollars was voted to be raised to pay the necessary charges of the Town  
 Voted that swine might run at large without yokes or rings.

### A P P E N D I X    N o .    3

#### *Town Meeting of April 3, 1798*

Josiah Fish, Supervisor  
 Eli Granger, Town Clerk.  
 Chapman Hawley, Assessor.  
 Berzeliel Atcherson, Assessor.  
 Peter Sheffer, Assessor.  
 Charles Wilbor, Commissioner of Highways.  
 Isaac Scott, Commissioner of Highways.  
 Elisha Farewell, Commissioner of Highways.  
 Peter Sheffer, Poor Master.  
 Samuel Baker, Constable and Collector.  
 Zenos Bigelow, Constable.  
 Stephen Atcherson, Path Master.  
 Isaac Scott, Path Master  
 Asa Baker, Path Master.  
 Joshua Chamberlin, Fence Viewer.  
 Joseph Morgan, Fence Viewer.  
 Peter Sheffer, Superintendent of Schools.  
 Thomas Whitcomb, Pound Keeper.

Voted that swine shall not run at large without yokes or rings.

Voted to raise \$50.00 for use of the Town.

### A P P E N D I X    N o .    4

#### *April 2, 1799, met at dwelling house of Peter Sheffer*

Josiah Fish, Supervisor.  
 Charles Wilbor, Town Clerk.  
 Hinds Chamberlain, Assessor.  
 Zenos Bigelow, Assessor.  
 Peter Sheffer, Assessor.  
 Cyrus Douglas, Commissioner of Highways.  
 Joseph Morgan, Commissioner of Highways.  
 Reuben Heath, Commissioner of Highways.  
 Philip Beach, Constable and Collector.  
 Jeremiah Olmstead, Constable and Collector.  
 Elijah Kent, Constable.  
 Jesse Beach, First District, Path Master .  
 Captain Asa Baker, Second District, Path Master.  
 Peter Sheffer, Third District, Path Master.

Elijah Kent, Fourth District, Path Master.  
 Samuel Hicks, Fifth District, Path Master.  
 Peter Sheffer, Poor Master.  
 Chapman Hawley, School Committee.  
 Joseph Morgan, School Committee.  
 Josiah Fish, School Committee.  
 Ezekial Chamberlain, Fence Viewer.  
 Isaac Scott, Fence Viewer.  
 Elijah Kent, Fence Viewer.

Voted that the Banks of the Genesee River be a lawful fence.  
 Voted to raise \$50.00 for use of the Town.  
 Voted Elijah Kent, bridge committee.  
 Voted Peter Sheffer, bridge committee.  
 Voted Asa Baker, bridge committee.  
 Voted to raise \$50.00 payable in labor or produce to the use of bridges.

#### A P P E N D I X    N o .    5

On April 1, 1800, the town meeting was held at the home of Peter Sheffer.  
 Voted:

Christopher Laybourn, Town Clerk.  
 Josiah Fish, Supervisor.  
 Michael Beach, Assessor.  
 Cyrus Douglas, Assessor.  
 Eli Griffeth, Assessor.  
 Jno Palmer, Assessor.  
 Philip Beach, Assessor.  
 Peter Sheffer, Collector.  
 Simon King, Overseer of the Poor.  
 Chapman Hawley, Overseer of the Poor.  
 Stephen Peabody, Commissioner of Highways.  
 Daniel Curtis, Commissioner of Highways.  
 Frederick Walther, Commissioner of Highways.  
 Thomas King, Constable  
 Philip Beach, Constable.  
 Joseph Palmer, Constable.  
 Isaac Scott, Fence Viewer.  
 Jno Ganson, Jr., Fence Viewer.  
 Wm. Curtis, Fence Viewer.  
 Seth Lewis, Fence Viewer.  
 Eli Griffeth, Pound Keeper.  
 Hinds Chamberlain, Pound Keeper.  
 Bezalell Atchinson, Pound Keeper.  
 Saml Baker, Pound Keeper.

Voted that the Genesee River, so far as it borders on this town, be considered a sufficient fence.

Voted that Mr. Isaac Scott be allowed and paid the sum of \$20.00 for repairing the bridge over Allens (Oatka) Creek during 1799.

Voted that the sum of \$100.00 be raised for the contingent charges of the Town.

## A P P E N D I X   N o .   6

The first town meeting in Southampton was held March 1, 1803. Voted:

Christopher Laybourn, Supervisor.  
 Job Pierce, Clerk.  
 Ebenezer Green, Assessor.  
 Peter Sheffer, Assessor.  
 Peter Anderson, Assessor.  
 James Ganson, Collector.  
 Cyrus Douglas, Constable.  
 James Ganson, Constable.  
 Daniel Buell, Constable.  
 Hinds Chamberlain, Overseer of the Poor.  
 Peter Sheffer, Overseer of the Poor.  
 Thomas Irvine, Commissioner of Highways.  
 Andrew Wortman, Commissioner of Highways.  
 Asher Bates, Commissioner of Highways.  
 John Ganson, Jr., Fence Viewer and Overseer of Highways.  
 Isaac Smith, Fence Viewer and Overseer of Highways.  
 John Christie, Fence Viewer and Overseer of Highways.  
 Peter Sheffer, Fence Viewer and Overseer of Highways.  
 James Wood, Fence Viewer and Overseer of Highways.  
 Andrew Wortman, Fence Viewer and Overseer of Highways.  
 Henry Mulkin, Fence Viewer and Overseer of Highways.  
 James McLaren, Pound Keeper.  
 John Ganson, Jr., Pound Keeper.  
 Charles Duggan, Pound Keeper.

## A P P E N D I X   N o .   7

### *List of Books Bought by John Garbutt*

The Library originally consisted of 23 books and, before its division, had 1,547 books.

The first 22 books:

“Morse’s Universal Geography”  
 Nine Volumes of “The Spectator” by Addison and Steel  
 Two Volumes of Paley’s ‘Philosophy’  
 Two Volumes of Beatties’ “Elements of Moral Science”  
 “Arabian Nights”  
 Two Volumes “McKenzie’s Voyages”  
 Baxter’s “Saints Rest”  
 “History of England” by Goldsmith  
 “Boston’s View”  
 Franklin’s Works  
 “The American Revolution” followed by the Columvian Orator

## A P P E N D I X    N o .    8

Following is the text of the Constitution of the Political Enquiring Society: "The study of politics is certainly one of the most important duties of Man. Experience has long taught us to believe that it is only in a well-regulated Society that Man enjoys those moral and physical powers of which he is possessed in that degree which his nature is capable of."

"In despotick countries where a great majority of the people have no voice nor part in the government but to obey, and where they have to render a great part of the fruits of their labors into those who tyranize over them, being goaded by incessant labor to obtain a scanty subsistence, having no leisure nor means for mental improvement, the situation of Man is really deplorable and what wonder it gets worse in the great difficulty if not impossibility for such people ever to obtain their rights."

"There has always been found enterprizing and ambitious Men in the world who were ready to bind the yoke on the necks of their fellows whenever they found them ignorant or inattentive to their rights. And as we are the only nation on the face of the earth where the people enjoy the rights and liberties of freemen our liberties are not only beset by the despotic, ambitious and aspiring amongst ourselves, but by the World of Tyrants besides. Under these considerations, therefore, it behooves us to watch over our liberties with lynx eyes and for this purpose we do form ourselves into a society under the following regulations:

**"ARTICLE 1:** The Society shall be known by the name of the Political Enquiring Society."

**"ARTICLE 2:** The Society shall meet once a fortnight or as often as a majority of the members think proper, at the most convenient and central place."

**"ARTICLE 3:** Each two members of the Society shall furnish a weekly newspaper for the use thereof and there shall be no two papers of the same kind and from the same press."

**"ARTICLE 4:** Members shall produce all the papers they have received since the last meeting at each succeeding meeting, and providing they cannot personally attend, they shall send their paper or papers or, on failure thereof, shall be subject to such fines as shall be hereafter imposed by the by-laws."

**"ARTICLE 5:** The society, when met, shall choose a chairman, whose duty shall be to keep order and put such questions to vote as shall be called for by any two of the members and he shall serve for that meeting only. A secretary shall likewise be chosen for three months, whose duty shall be to keep a record of the proceedings of the society and preside at the meetings until a chairman is elected."

**"ARTICLE 6:** As soon as the chairman is chosen the society shall proceed to choose a committee of three for the purpose of selecting such parts of the papers as is proper to be read and it shall be the duty of each member to refer to the committee such parts of their papers as they think proper for to be presented in the meetings—and such pieces only as are selected by the committee shall be read unless it is requested by three of the members, and any piece shall be read if requested by three of the members."

**"ARTICLE 7:** Anyone wishing to make observations on what has been read or

to propose a subject for consideration shall have the privilege, providing it does not infringe on the time for reading, and providing also, that the observations are made with candour. And if anyone shall express himself with undue warmth or make personal or party reflections in the meeting, he shall be subject to such fines as shall be hereafter imposed."

"ARTICLE 8: All questions of the meeting shall be determined by a majority of the members present, excepting such as are specified in the constitution or or by-laws."

"ARTICLE 9: Five members shall form a quorum and may proceed to business."

"ARTICLE 10: If any person wishes to become a member of this society he shall make application to the chairman, who shall put the question to the members present by ballot whether they will admit the candidate to become a member and providing there is a majority of two-thirds of the votes in favor of the candidate he shall be admitted to become a member, otherwise he shall not."

"ARTICLE 11: No member shall be allowed to join for less than three months and any member wishing to withdraw, shall give notice to the society at least a month before he withdraws his membership."

## A P P E N D I X    N o .    9

List of purchases made by Powell Carpenter in 1822 for his hotel:

50 Gallons wine .....	\$12.50
9 barrels of whiskey .....	72.00
66 gallons of whiskey .....	16.50
22 gallons of gin .....	11.00
14 tumblers .....	1.75
5 wine glasses .....	.38
5 decanters .....	2.00
1 iron bound keg .....	1.50
2 iron candle sticks .....	.25
100 pounds crockery .....	4.50
1 sugar bowl .....	.38
1 bar room table .....	1.50
1 set of tables .....	20.00
1 $\frac{1}{2}$ barrels of dried apples .....	5.63
3 under ticks .....	4.88
3 feather ticks .....	8.53
3 sets pillow ticks .....	1.59
6 pair pillow cases .....	4.13
4 new cotton sheets .....	7.50
40 yards of woolen sheeting .....	20.00
2 new coverlets .....	18.00
2 bed quilts .....	18.00
6 kirsey woolen blankets .....	19.69
48 pounds feathers for three beds .....	18.00
2 bed ropes .....	.88
1 table cloth .....	1.75
6 towels .....	2.25
1 looking glass .....	1.63

## APPENDIX No. 10

List of Officers elected in the first meeting of the Town of Wheatland.

John Garbutt, Supervisor.  
 Levi Lacy, Town Clerk.  
 William Reed, Assessor.  
 Jirah Blackmer, Assessor.  
 William Garbutt, Assessor.  
 Thomas Stokoe, Collector.  
 Rawson Harmon, Overseer of the Poor.  
 Peter Sheffer, Overseer of the Poor.  
 Joseph Cox, Commissioner of Highways.  
 Clark Hall, Commissioner of Highways.  
 Ephraim Blackmer, Commissioner of Highways.  
 Freeman Edson, Commissioner of Common Schools.  
 Thomas Lowry, Commissioner of Common Schools.  
 Jirah Blackmer, Commissioner of Common Schools.  
 George Wood, Inspector of Common Schools.  
 Sylvester Harmon, Inspector of Common Schools.  
 Peter McPherson, Inspector of Common Schools.  
 Caleb Calkins, Constable.  
 Chester Savage, Constable.

## APPENDIX No. 11

## PRICES—1822-1823-1824

Bottle of Whiskey .....	\$ .25
Drink of whiskey .....	.03
To supper .....	.13
Lodging and breakfast .....	.25
Cider .....	.03
Load of wood .....	.56
4 quarts of oats .....	.06
1397 lbs. of pork at .03 a pound .....	41.91
1 barrel salt .....	3.00
8 pounds tallow .....	1.00
Gallon of cider .....	.13
Bitters .....	.06
Gill of rum .....	.13
2 plow edges .....	1.00
1 steer .....	15.00
Stockings .....	.63
63 pounds of beef at .03 1/2 .....	2.20
Cloth for pantaloons .....	2.75
4 pounds of butter .....	.50
1 pound of coffee .....	.31
Luman Guthrie, horse to Riga .....	.50
Paid I. Brown for horse shoes .....	2.00
Horse to hay .....	.13
Wm. Walters, 8 days' work cutting wood .....	4.00

1 pint cherry whiskey .....	.09
Pair of shoes .....	1.75
40 pounds flour .....	1.20
To tarring wagon .....	.09
Eggs, dozen .....	.09
1 Scythe .....	1.00
1 Pitchfork .....	.69
4 Corn brooms .....	.94 and .63
2 Bushel turnips .....	.50
½ Bushel Potatoes .....	.19
½ Gallon tar .....	.38
1 Gallon tar .....	.63
1 Whip .....	1.25
Cheese, pound .....	.06
½ Barrel flour .....	1.75
One pair shoes .....	1.50
Bay mare and colt .....	68.00
Joel Gray, one week's board .....	1.25
credit \$1.00 for one day's work.	

## A P P E N D I X    N o .    1 2

"After a long and general acquaintance with the western part of this state, I am convinced that a railroad from LeRoy to Rochester, along the valley of Allen's Creek (Oatka) and the Genesee River, would be a public benefit, were it to serve no other purpose than to facilitate the forwarding of matrials for the building of other railroads in the western district. The inexhaustible quarries of building stone of the first quality on the banks of Allen's Creek and adjacent region, the abundant supplies of gravel for horse paths, of water lime, of bog lime, plaster of paris, oak, pine, and cedar are found in various parts of Caledonia, LeRoy and Wheatland would then be easily conveyed to other sections of the State where other railroads were being built.

"The consequences of which would be a great reduction in the price of these necessary materials for constructing railroads. It is worthy of remark that there are strong indications of coal and other minerals in this region, and that the oak timber is of superior quality. There are also an abundance of water privileges, where plaster, water, lime, etc., can be prepared."

D. MCKENZIE."

## A P P E N D I X    N o .    1 3

### *Charter of Scottsville & LeRoy Railroad*

#### CHAPTER 420

AN ACT to provide for the construction of a railroad from Scottsville to LeRoy.

Passed May 21, 1836

Sec. 1. All persons who shall become stockholders pursuant to this act, shall be and they are hereby constituted a body politic and corporate for the term

of fifty years by the name of "The Scottsville & LeRoy Rail-Road Company," for the purpose of constructing and maintaining a rail-road between the village of Scottsville in the County of Monroe and the town of LeRoy in the county of Genesee, commencing in or near the village of Scottsville, and running thence through Mumford and Caledonia to such point in the town of LeRoy, and on such roads as a majority of the directors of said company shall determine to be best adapted to the public accommodations, and may take, transport, carry and convey property and persons upon the same, by the power and force of steam, or animals, or any mechanical power, or of any combination of them.

Sec. 2. If the said corporation shall not, within two years from the passage of this act, commence the construction of the said road, and expend at least the sum of five thousand dollars thereon, and shall not, within four years from the passage of this act, finish the said road, and put the same in operation, then the said corporation shall henceforth forever cease, and this act shall be null and void.

Sec. 3. The capital stock of said corporation shall be two hundred thousand dollars, which shall be divided into shares of fifty dollars each, which shares shall be deemed personal property, and be transferred in such manner as the said corporation shall in its by-laws direct; and Powell Carpenter, Abraham Hanford, Philip Garbutt, Elihu H. S. Mumford, Clark Hall, Ira Carpenter, Thomas Halsted, Nathaniel Clark, Donald McDonald, and Thomas Brown, shall be commissioners or receive subscriptions and distribute the stock.

Sec. 4. The corporation hereby created, shall possess and enjoy all the privileges and provisions which are granted to, and made in favor of, the corporation created by the act "AN ACT to provide for the construction of a rail-road from Attica to Buffalo." passed May 3, 1836, and shall be subject to all the conditions and restrictions which by the act aforesaid, are imposed upon the corporation therein referred to, except as herein provided.

Sec. 5. Any application to be made to a vice-chancellor under this act, shall be made to the vice-chancellor of the circuit in which the land proposed to be taken, shall be situated: All notices and meetings required in the act above referred to, shall be published and held in one of the counties through which the said rail-road hereby authorized, is to be made.

Sec. 6. The said corporation may receive a sum not exceeding five cents per mile for the transportation of any passenger and his ordinary baggage.

## APPENDIX No. 14

*Certificate Stub Book Lists Stockholders and Shares  
The Scottsville & LeRoy Railroad*

<i>Cert. No.</i>	<i>Shares</i>	<i>Cert. No.</i>	<i>Shares</i>
1-2 E. H. S. Mumford .....	80	36 Augustus Hotchkin .....	2
3 Nathaniel Clark .....	2	37 Alexander Simpson .....	10
4 George Wood .....	6	38 Colin McVean .....	6
5 George Sheffer .....	10	39 Colin Orr .....	2
6 John A. McVean .....	8	40 Daniel McNaughton .....	2
7 W. H. Hanford .....	2	41 Philip Garbutt .....	80
8 Hector McLean .....	10	44 Ira Harmon .....	10
9 Ira Carpenter .....	6	45 Hezekiah Hibbard .....	14
10 Abram Hanford .....	8	46 Ira Armstrong .....	6
11 John Manning .....	2	47 Whiting Merry .....	6
13 Powell Carpenter .....	12	48 Theron Brown .....	10
14 Thomas Halsted .....	4	49 Robert McKay .....	2
15 Remington & Allen .....	6	50 Jas. R. Clark (Caledonia) .	2
16 Moses Wells .....	4	51 Donald McKenzie .....	2
17 J. P. Sill .....	2	52 James McNaughton .....	2
18 Levi Lacy .....	2	53 John McLaughton .....	2
19 Donald McKenzie .....	8	54 J. D. and Doug. D. McColl	4
20 Clark Hall .....	40	55 Daniel Campbell .....	2
21 Wm. N. Reed .....	2	56 Alex. D. Cameron .....	2
22 James Fraser .....	20	57 Seeley Finch .....	2
23 Wm. Garbutt .....	20	58 John A. McKenzie .....	2
24 Ariel Harmon .....	10	59 Orange Dean .....	2
25 Rawson Harmon, Jr. ....	4	60 Job. Tyrill .....	2
26 John McNaughton .....	6	61 Daniel D. McVean .....	2
27 Donald McNaughton ....	8	62 Alex D. McColl .....	2
29 Hollan Hutchinson .....	30	63 Abram Hanford .....	7
30 John Z. Reed .....	2	64 Ira Armstrong .....	4½
31 William Armstrong .....	20	David Cope (or Case) ....	1
32 John Garbutt .....	20	Geo. H. S. Rodgers .....	2
33 L. White .....	40	Chs. Justus .....	1
34 Donald McDonald .....	40	72 Jonathan F. Barrett .....	10
35 Robert McKay .....	2		

## APPENDIX No. 15

*Scottsville & LeRoy Railroad*

## ESTIMATE FOR THE BUILDING OF THE RAILROAD

The commissioners to make estimates were Powell Carpenter, Philip Garbutt, William Garbutt, John McNaughton, and E. H. S. Mumford.

Ties—8,366 pieces .....	\$ 1,300.00
Rails—133,848 feet .....	1,400.00
Laying Timber—6 <sup>108</sup> ¾ miles .....	2,300.00

Bridge at Mumford .....	850.00
Grading from Hanford's to Scottsville .....	1,044.00
Two bridges across canal .....	100.00
Grading from Hanford's to H. C. McVean's .....	200.00
Grading and passways .....	200.00
Grading Reed's ridge .....	240.00
Timber and Planking bridge at P. Garbutt's store .....	40.00
McKenzie and Laidlaw's job at grading .....	1,600.00
Grading at McNaughton's .....	800.00
Grading at McArthur's .....	400.00
Grading at Blakeslee & Wells .....	1,450.00
Grading John A. McVean's hill .....	654.00
Grading from sawmill to plaster mill in Mumford .....	500.00
Mason work and culverts west of Reed's .....	300.00
Balance of engineering .....	500.00
Amount paid by Philip Garbutt .....	<u>4,132.00</u>
	\$19,870.00
Monies advanced on contracts included in this estimate ...	1,363.00
One and one-quarter timber laid .....	453.00
Digging plaster .....	<u>230.00</u>
	\$ 2,046.00
	<u>\$17,824.00</u>
Making 6½ miles of road at \$2,815.00 per mile .....	\$17,828.33

## APPENDIX No. 16

*The Patriot War—1837-38*

The Scottsville Artillery Company consisted of forty members under the command of Captain Beckwith. There is no record of the names except as remembered in later years by Captain Beckwith, Hugh McVean and others.

Paul Austin	John Johnson	Peter Sullivan
Roger Austin	Chester Keys	H. Fisk Tarbox
Levi G. Auten	George Lampson	Henry Vosburg
John A. Barker	Ezekial Lard	Samuel Welch
Francis X. Beckwith	Mace Lard	James Wells
James F. Beckwith	Isaac Lewis	Erastus West
Joseph Buck	Hugh McVean	Gilbert T. Whitney
James Cox	Caleb Pierce	John Whitney
Abner Cushman	Archibald Robinson	John Wilber
John Hammond	W. Martin Rogers	Theodore Wilber
Mark Hammond	James Salter	Joseph Wood
William H. Hanford	James Savage	Samuel Wood
William Huff	Price Springstead	

## A P P E N D I X    N o .    1 7

An Act declaring a part of Allen's Creek a public highway

Passed April 9, 1839.

"That part of Allen's Creek in the Town of Wheatland lying between the feeder dam and the railway bridge across the said creek is hereby declared a public highway."

"The commissioners of highways of the town of Wheatland, are hereby authorized to construct and keep in repair a towing-path on the south side of said creek, from the said feeder dam to said railway bridge."

"Any person who shall obstruct in any manner whatsoever, the navigation of that part of said creek which is hereby declared a public highway, and shall not remove the same in 24 hours thereafter, shall forfeit the sum of \$10.00, to be recovered with costs by any person who shall sue for the same before any justice of the peace; and shall also be deemed guilty of misdemeanor, punishable by fine and imprisonment.

## A P P E N D I X    N o .    1 8

### *Tolls collected at Scottsville on the Genesee Valley Canal*

1840 .....	\$ 478.00	1850 .....	\$2,225.00
1841 .....	1,096.00	1851 .....	2,037.00
1842 .....	595.00	1852 .....	2,014.00
1843 .....	1,809.00	1853 .....	2,897.00
1844 .....	2,045.00	1854 .....	2,968.00
1845 .....	3,223.00	1855 .....	2,434.00
1846 .....	2,366.00	1856 .....	2,333.00
1847 .....	2,283.00	1857 .....	2,405.00
1848 .....	2,389.00	1858 .....	2,314.00
1849 .....	2,162.00		

The canal was 124 miles long. In the area just south of Nunda, the canal had 21 locks within a length of one mile, a feat that won the admiration of engineers of the day. The locks took the boats around the falls at Portage.

The total estimated cost was \$6,000,000.

113 lift locks.

3 guard locks.

17 aqueducts.

5 dams.

103 highway bridges.

102 private farm bridges.

## APPENDIX No. 19

*Recipes to save or cure beef and ham*

## FOR 100 POUNDS OF BEEF

4 gallons water  
6 pounds of salt  
1 oz. of saltpetre  
1 ½ pounds sugar

Dissolve the salt and sugar in the water, boil and skim it, add the saltpetre when milk warm. Ten days for beef.

## TO CURE HAMS

1 gallon water  
2 pounds of salt  
½ pound sugar  
¼ oz. saltpetre

Five or six weeks required for hams.

## APPENDIX No. 20

A list of the supporters of the Republican State Convention in Syracuse on September 26, 1856, from the Town of Wheatland:

William Garbutt	William Kent	O. P. Blackmer
David Nettleton	John McVean	David McVean
F. H. Beckwith	Harrison Cox	Josiah Wheeler
Isaac J. Lewis	S. Sufield	Samuel Wood
George E. Slocum	W. B. Jones	H. L. Hall
Henry Killan	George Sheffer	J. F. Beckwith
John Mathews	Freeman Edson	

## APPENDIX No. 21

*Men who served in the Civil War from the Town of Wheatland*

+ *Men who died in the service of their country*

+ Myron Annis	+ Arthur Franks
+ Daniel Armstrong	+ James Garbutt
+ James Blair	+ Shepherd Gleason
+ Peter Cain	+ Patrick R. Glennon
+ Robert Catt	+ John Hart
+ Horace Chapin	+ David Houghtaling
+ Peter Clark	+ Eldridge Hyde
+ Charles H. Cone	+ Thomas Johnson
+ Ralph Croft	+ William F. Johnson
+ Darius D. Dietrich	+ Christopher Lowe
+ Henry W. Deitz	+ Michael Maher
+ Frederick Eastman	+ William Marsh
+ James B. Estes	+ E. Rice Martin

† William C. McNaughton  
 † John D. McNaughton  
 † John C. A. McNaughton  
 † William D. McNaughton  
 † Henry McPherson  
 † Archibald McVean  
 † Charles McVean  
 † James Morrison  
 † Scott W. Munson  
 † James Nellis  
 † John Riley  
 † Herman Sheffer  
 † Peter Sheffer  
 † William C. Smith  
 † Brainard Tarbox  
 † Washington W. Wells  
 † James White  
 † William Wilson  
 † Mathew Yawman  
 † Frank Young

### *Civil War Veterans—1861-1865*

Albert Annis	George De Forrest	Daniel Houghtaling
Martin V. B. Annis	Alonzo Deitz	James Hughes
Peter B. Anthony	Frederick Deitz	John Hume
William Archibald	George Deitz	Willard H. Hyde
Patrick Barry	Daniel Doris	Richard M. Johnson
William Ball	Patrick Dunn	Smith Jones
Charles Beckwith	Elias Eastwood	Michael Kelly
James Beckwith	Henry Earl	William Kelly
William Beckwith	Thomas Eno	George Kendrick
George Bigford	Patrick Falkner	John Kendrick
Frank Bissell	John Fitzgerald	Michael Kerry
Lowry Blackburn	Michael Fitzgerald	Rev. Louis A. Lambert
O. R. B. Bostwick	Michael Foley	George W. Lamphere
David Brown	John Ford	Samuel Law
D. D. S. Brown	Thomas Ford	Andrew Maine
Thomas Brown	John R. Francis	James Maginnes
William Brown	George T. Furman	Frank Maginnes
Patrick Boyle	Joseph F. Galpin	Frank Mallory
John Burbridge	Volney J. Garbutt	Orson Marsh
Hector A. Butler	David P. Grey	Bishop Marshall
Hugh B. Cameron	Jam-s Gilson	Hezekiah Martin
John Carmell	Bryan Gildea	Michael McCabe
Joseph Carson	Thomas Golden	Michael McCarthy
Joseph Chapman	Alexander Graham	Henry McGolden
George Childs	John J. Graner	Bernard McGuire
James H. Clark	Abner Green	John McIntyre
John Clark	Andrew Guthrie	James McKelvey
Patrick Clark	Thomas Halligan	John McKelvey
John T. Chumasero	Bart Hallings	John B. McNaughton
John Connally	Franklin Hanford	Dr. Peter McNaughton
William Cook	Joseph Hanford	Peter W. McNaughton
Mathew Cook	Frank Harmon	Michael McNicholas
Thomas Cook	Oscar Harmon	Thomas McNicholas
John Cowman	George A. Hawley	Robert McPherson
Brice A. Cox	David Haws	Duncan McPherson
Edward H. Cox	James H. Heany	Frank McPhillips
John S. Croft	Arch Hollenbeck	Hugh McPhillips
Albert Cronin	Dennis Hollenbeck	Michael McPhillips
John Dailey	Wells Hollenbeck	John J. McVean

Edward Meehan	Jason A. Richards	William Strong
Mathew Meehan	Solomon Richards	Peter Taffe
James Melbourne	Stephen Richardson	Henry Fisk Tarbox
Romanta T. Miller	Harris M. Rogers	Eli M. Trayhern
Thomas Miller	Augustus Rowe	Frederick Wallis
Joseph F. Moon	John Rulifson	William L. Wallis
John Moore	James Ryan	Willis F. Ward
Edwin Muir	Dennis H. Scanlin	John B. Warren
D. A. Munson	Walter Scott	Elmer Weeks
Frank Munson	George M. Shadbolt	Erastus Weeks
George Munson	Henry M. Sill	John Weigert
William O'Conner	Mathew H. Sill	Seth Wells
John Parker	Dr. Scott Skinner	John Weston
Alfred G. Perkins	Horace Sloan	Frank Whalen
Peter Pero	Alfred R. Smith	Harlan P. Wheeler
Patrick Powers	Henry B. Smith	William Wilson
Patrick Quinn	Moses O. Smith	Benjamin W. Wilber
Thomas Redband	Willard J. Smith	Marvin Williams
John Reisinger	Jacob Snyder	Chas. B. Wilcox
Silas H. Remington	William W. Sparks	James Wood
Eugene Richards	Charles Spring	Abraham P. Zimmerman
	Louis B. Springsteen	

## APPENDIX No. 22

1860

½ barrel of cider .....	\$ .75
Spool of thread .....	.05
1 pound of nails .....	.04

1863

1 pound of beef .....	\$ .05
1 pound of pork .....	.06 ¾
Pair of boots .....	6.00

1864

1 pound of sugar .....	\$ .27
1 box of IX tin .....	20.00
1 pound beef .....	.08 ½
Slocum sold old rags for \$.06 ½ per pound	
Slocum sold old copper for \$.24 per pound	
Slocum sold old brass for \$.18 per pound	

1865

Ton of coal cost \$13.00.

1866

Slocum sold old rags at \$.05 per pound .....
Slocum sold old copper at \$.29 per pound .....
Slocum sold old brass at \$.18 per pound .....
Slocum sold old iron at \$.02 per pound .....
Sugar by the barrel—\$.15 ¾ per pound .....
A keg of nails—\$8.00 .....
1 ton of coal cost \$8.50 at the Erie Station .....

1868

1 ton of coal cost \$7.00

1869

80 pounds of solder—\$24.00

40 pounds of tinned nails—\$8.00

Rent for a House—\$1.00 per week

Wages were about \$12.00 per week

## APPENDIX No. 23

*Spanish-American War Veterans—1898*

John J. Chapman

Albert F. Dillman

John C. Dillman

Edward Gunther

Frank T. Marsh

C. Carroll McVean

Byron G. Northrop

## APPENDIX No. 24

*Publications of the Scottsville Literary Society*

<i>The Passing of the Quakers</i> , 1903 .....	Miss Almira Franklin
<i>The Pioneers of Wheatland</i> , 1903 .....	Philip Garbutt
<i>The First Houses in Scottsville</i> .....	George E. Slocum
<i>Historical Sketch of the Scottsville Literary Society</i> , 1911 ..	Mrs. Mary Fraser
<i>The Origination of Names and Places in Monroe County, New York</i> , 1911 .....	Admiral Franklin Hanford
<i>The Supervisors of Wheatland</i> , 1916 .....	Philip Garbutt
<i>Did Betsy Ross Design the Flag of the United States of America?</i> 1921	Admiral Franklin Hanford

## APPENDIX No. 25

*Veterans of the War of 1812*

## TOWN OF WHEATLAND

Caleb Allen	P. W. Cady	Dr. Freeman Edson
Thomas Armstrong	Caleb Calkins	George Ensign
Bela Armstrong	Ezra Carpenter	Thomas E. Fletcher
Calvin Armstrong	Ira Carpenter	John Garbutt
Ira Armstrong	Hull Case	Philip Garbutt
Jonathan Babcock	Horace Chapin	William F. Garbutt
Nathan Bassett	Nathaniel Cobb	Henry Gilman
Frederick Bennett	Obijah Collins	George Goodhue
Jirah Blackmer	Andrew G. Cone	John M. Goodhue
Ephraim Blackmer	Ezra Cone	Abram Grant
Ezra Brewster	James Cox	Isaac Grant
Dr. Augustus Bristol	William Cox	Daniel Grant
Theron Brown	William Darling	William Gray
Robert Budd	Timothy Doty	Andrew Grey

Harvey Guthrie	Charles Killam	James Robertson
Clark Hall	Ephriam Lacy	William Remington
Rawson Harmon II	Levi Lacy	Harley Hugh Sage
John Harmon	Thubal Lamb	Martin Sage
Johnathan Harris	James Lewis	Hugh Seeds
Daniel Hetzler	Donald McPherson	Thomas Shadbolt
George Hetzler	John McPherson	George M. Shadbolt
George F. Hetzler	Finlay McPherson	Joseph Shadock
Hezekiah Hebbard	John W. McPherson	Peter Sheffer
Hezekiah Higby	Duncan McPherson	Daniel Smith
Philander Higby	William McPherson	George H. Smith
John Howell	William W. McPherson	Ward Smith
Reuben Hulbertson	John McPherson	Luther Spaulding
Reuben Hurlburt	John McPherson	William Steadman
Timothy Jackson	Daniel North	Abram Sweet
Reuben Jacquith	William Palmer	Aaron C. Usher
Asa Jacquith	Shepard Palmer	Daniel Van Antwerp
Amasa Johnson	Stephen Peabody	Benjamin Warren
John Johnson	Stephen G. Peabody	Johnathan Webb
William Johnson	William Peabody	John Welch
James Jones	Jason Pierce	Moses Wells
John Kelsa	William P. Pentland	Alpha Wheeler
Ambrose Killam	Alpheus Press	

## A P P E N D I X   N o .   2 6

From the Genesee Farmer, 1845, Volume 4, Number 3, page 43: "Elisha Harmon of Wheatland was awarded first premium for a cultivated farm of 400 acres, 306 of which are improved. The farm has been settled forty years. Plaster beds are located on the farm and have been opened. Land plaster is manufactured for his own use and sale, averaging about one thousand tons per year.

"He has this year 92 acres of wheat yielding over two thousand bushel, and has raised an average of fifty bushels of clover seed for the last five years. Alternate wheat one year, clover two years. He sows five pecks to the acre of pure white flint.

"His stock consists of 400 sheep, 106 lambs, Saxon and Merino. His clip of wool this year was 1600 pounds and it sold for forty cents per pound. He has seven cows, twelve horses and colts, thirty hogs. His farm contains over four miles of stone fence. His summer crops were eight or ten acres of corn and oats each, root crops and potatoes."

From the Genesee Farmer, July, 1845, Volume 6, page 111, copied from the Rochester Daily American June 17, 1845: "Rawson Harmon II, of Wheatland, in this county, passed through the city this morning, on a visit to the wheat-growing regions of eastern Pennsylvania, Maryland and Virginia. It is his design to be present at the harvest in those sections, to observe the species of the grain, and to collect such information as may beneficially aid the culture of that great staple of the Genesee Country. Harmon has devoted very great attention to the subject, and his name is known throughout the country in connection with it. He has made trial, on his excellent and well cultivated farm, of a great number of varieties of wheat and has brought the cultivation of them to great perfection."

## APPENDIX No. 27

*Wheatland Agricultural Society—1822*

LIST OF SUBSCRIBERS

John Garbutt .....	\$1.00	Peter Sheffer .....	\$1.00
Levi Lacy .....	2.00	Hollon Hutchinson .....	1.00
Reuben Heath .....	1.00	Don McKenzie .....	1.00
Freeman Edson .....	1.00	Wm. Reed .....	1.00
James Olmsted .....	1.00	Hugh Christie .....	1.00
Powell Carpenter .....	1.00	Oliver Blackmer .....	1.00
George Goodhue .....	1.00	Jirah Blackmer .....	1.00
David McVean .....	1.00	Rawson Harmon .....	1.00
Duncan McVean .....	1.00	David Farewell .....	1.00
Daniel McVean .....	1.00	Daniel Smith .....	1.00
George Wood .....	1.00	Wm. Armstrong .....	1.00
Wm. Garbutt .....	1.00	Wm. Shirts .....	1.00
Philip Garbutt .....	1.00	Donald Mann .....	1.00
Wm. Frasher .....	1.00	James Frazer .....	1.00
James Mallock .....	1.00	Michael Turnbull .....	1.00
Thomas Lowry .....	1.00	Rufus M. Cady .....	1.00
Thomas Stokoe .....	1.00	Harris Rogers .....	1.00
John McNaughton .....	1.00	Ebenezer Pain .....	1.00
Francis Albright .....	1.00	Moses Wells .....	1.00
Harry Gilman .....	1.00	Ephraim Blackmer .....	1.00
John McIntire .....	1.00	Samuel B. Graver .....	1.00
Hector McLean .....	1.00	David Beebe .....	1.00
Whiting Merry .....	1.00	John Welch .....	1.00
Ezra Carpenter .....	1.00	Abraham Hanford .....	1.00
Theron Brown .....	1.00	Isaac Lewis .....	1.00

## APPENDIX No. 28

*Description of School District No. 3*

Beginning at the northwest corner of H. Hetchler's land thence west on the town line to the northwest corner of lot No. 45 occupied by Thomas Cox thence south to the northeast corner of Garbutt's land thence west to his west line thence south to his southwest corner then east to George Wood's northwest corner then east to P. Carpenter's southwest corner thence north on the line between Carpenter and McVean and on the line between Frederick Hetchler and Nicholas Hetchler to the place of beginning.

Freeman Edson

Thos. Lowry

Jirah Blackmer

*Committee of Schools for Wheatland.*

## APPENDIX No. 29

The following is a complete expense account for school year 1845-46:

1845	Paid teachers' wages (winter term) .....	\$201.50
	Paid Miss Sheldon (summer term) .....	108.00
	Paid for two blackboards .....	6.19
	Paid for bookcase .....	3.00
	Paid Miss Frasier for blackboard .....	1.00
	Paid McLoud for cutting wood .....	.75
	Paid E. Roberts for work on schoolhouse .....	7.00
	Paid John McVean's bill for lumber .....	9.87
	Paid Marthers for rebuilding woodshed .....	2.00
	Paid John Reed for lumber for wood shed .....	1.20
	Paid Mr. Janes for chemical apparatus .....	5.82
	Paid Charlotte Welch for cleaning house .....	1.00
1846	Paid R. Garbutt nine dollars on account .....	9.00
	Paid Orrery .....	7.50
	Paid to one set of blocks .....	1.25
	Paid to 25 chalk at 4 cents .....	1.00

## APPENDIX No. 30

The following items were listed in Captain James Nobles' account book when he was running a canal boat for Philip Garbutt:

Mr. Philip Garbutt

a/c with

Captain James Nobles

Sept. 22.	12 bu. oats at 34 cents .....	\$ 4.08
	Tolls in Rochester .....	1.48
Sept. 30.	To stabling in Scottsville .....	1.13
	Tolls in Scottsville .....	176.95
	One whiffletree .....	.75
	25 bbls. salt .....	32.18
	Tolls in Albany .....	65.49
	Tolls in Rochester .....	3.00
	Tolls in Scottsville .....	177.08
	To loading in Scottsville .....	1.00
	Horse shoeing .....	.50
	10 bu. oats at 41 cents .....	4.10
	Shoeing one horse .....	1.25
	3 pounds of nails .....	.18
	One tow line .....	4.32
	One collar .....	2.00

## APPENDIX No. 31

*Garbutt's Store*

6 pounds brown sugar	\$.60	1 pair suspenders	\$.25
1 pound green tea	.63	1 bushel potatoes	.63
1 pair boots	3.00	1 Quaker bonnet	.50
1 pair shoes	2.25	Shingles per M	3.00
1 pair gloves	.25	1 pair scissors	.38
1 pane of 8" x 10" glass	.04	Matt Cook, 10 days' work	
1 gallon molasses	.63	on dam	8.75
1 dozen eggs	.12	1 pair ladies hose	.25
1 broom	.50	2 bars soap	.25
100 pounds flour	3.00	Mutton, per pound	.05
1 gallon lamp oil	.12	Whale bone whip	1.00
3 yards satinette	3.00	1 pair overalls	.50
1 yard shirting	.12 1/2	1 candle	.16 1/2
2 yards gingham	.38	1 iron spoon	.09
1 spitoon	.38	Copras	.06
1 pair ladies shoes	1.10	1 dipper	.19
1 pair childs shoes	.63	Peruvian bark	.06
1 pound butter	.16	Linen handkerchief	.10
1 silk handkerchief	.94	Pork, per pound	.05
1 table spread	1.13	Tobacco, per pound	.16
1 ounce nutmeg	.12		

## APPENDIX No. 32

*From day book of general store run by John Cameron—1805-1816*

1814

1 crock	\$.63	1 pair shoes	2.00
3 gallons whiskey	1.40	1 pair boots	5.00
1 spelling book	.25	1 dozen buttons	.25
1 scythe	1.75	1 yard muslin	.31
1 pound tobacco	.38	1 dozen screws	.31
1 pocket Bible	2.00	1 pound iron	.18
1 salt cellar	.13	2 ounces salt peter	.13
Shaving soap	.18	1 pound shingle nails	.25
5 pounds of nails	.88	1 pair socks	.75
1/4 pound tea	.50	1 razor	.31
1 yard ribbon	.38	1 shawl	2.00
1 pair mittens	1.00	1 yard calico	.75
1 comb	.31	1 spade	1.75
1 iron pot	2.75	1 drawer lock & key	.31
1 pound ginger	.38	1 ounce pins	.25
1 pound sugar	.25	1 tight barrel	1.00
1 pound coffee	.44	1 flour barrel	.50

1 M shingles .....	2.50	1815	
1 pair worsted stockings .....	1.50	Barrel of flour .....	5.50
1 ivory comb .....	.31	5 yards cloth .....	7.50
1 coffee mill .....	2.25	1½ pounds coarse wool .....	.62
1 grass scythe .....	1.50	3 pounds fine wool .....	3.00
1 pair silk gloves .....	1.25	8 hens .....	1.50
1 pair long gloves .....	1.50	1 pair mittens .....	1.00
1 corn broom .....	.31		
1 candlestick .....	.38	1816	
3 cups and saucers .....	.31	1 blanket .....	\$ 5.00
Frying pan .....	.44	5 yards sheeting .....	4.06
1 pair iron hinges .....	.63	21 pounds wool .....	10.75
1 darning needle .....	.03	Merino wool .....	.62½

1818 Bought 1 yoke of oxen for \$80.00 from Elliott  
 Bought of Widow Hencher a mare for \$70.00  
 Bought one cow \$23.00  
 2½ yards towel cloth \$1.25  
 Jonas Rye Dr. to ax on 2½ days' work \$1.00 per day.

## A P P E N D I X    N o .    3 3

Interesting notes taken from Donald McKenzie's note books:

1824, "Agreed with Clark to dig a ditch through swamp for fifty cents a rod. Ditch to be six feet wide and one and one-half feet deep. To be paid one-quarter cash and three-quarters in cloth and fence boards."

1825. McKenzie's stage fares from Canandaigua to New York and return as follows:

Canandaigua to Utica .....	\$3.00
Utica to Albany .....	2.50
Albany to New York .....	5.00
New York to Albany .....	7.00
Albany to Utica .....	3.50
Utica to Canandaigua .....	3.62

1826, "Agreed with Walter Craig to make, finish and hang one cog wheel for \$36.00."

1826. "Agreed with Calvin and John Skinner for enclosing mill in full, except sash, for \$45.00. To be paid one-half in cloth, one-quarter cash, and one-quarter store pay."

1828, "Paid my insurance on factory and house until next August for \$2,000.00 for \$17.50."

"Paid my insurance on my grist mill till next August (1 year) for \$1,500.00 for \$15.00."

1829, "Agreed with Samuel Hacket to mow at fifty cents per acre."

## APPENDIX No. 34

The following items were taken from various account books of Donald McKenzie:

1821		Wagon plank per 100 .....	3.00
3 hogs, 118 pounds .....	\$ 2.36	1 gallon whiskey .....	.38
15 sheep at \$3.75 .....	56.25	32 sheep .....	59.75
To sawing 2,703 feet of			
hardwood .....	11.81	1824-1825	
580 feet of pine .....	5.80	600 feet of lath .....	\$ 3.75
502 feet of wagon plank .....	7.53	12 yards of green cloth .....	24.00
1 wagon tongue .....	.25	1 ton hay .....	4.50
3 yards of gray cloth .....	3.00	1 bushel barley .....	.44
1 bushel of potatoes .....	.50	72 pounds of wool .....	23.75
2 yards of flannel .....	1.00	1828-1830	
1 bushel corn .....	.50	1 barrel flour .....	\$ 7.00
Coloring one gown .....	.50	1 gallon brandy .....	1.12
1000 feet whitewood boards ..	10.00	1029 feet of oak fencing .....	7.60
103 pounds of beef at 3 1/2 cents .....	3.60	5 pounds nails .....	.62
1 wooden clock .....	6.00	3 yards satinette .....	3.00
Sawing 844 feet of pine logs ..	2.10	4 flour barrels .....	.44
437 feet of elm flooring .....	4.37	1 cow .....	12.00
3584 feet clapboards .....	31.38	Ax .....	1.50
3000 shingles .....	4.50	20 bushel lime .....	2.50
450 brick .....	1.80	1 plough .....	5.00
1822		1 stone-boat .....	1.00
2 geese .....	\$ 1.00	1 pound butter .....	.13
1 bushel of oats .....	.25	1 bushel turnips .....	.19
1/2 bushel of beans .....	.38		

## APPENDIX No. 35

*Ministers of the First Baptist Church of Mumford*

1853 to 1857	Rev. C. A. Wardner
1860 to 1866	Rev. D. B. Munger
1866 to 1867	Rev. M. W. Holmes
1868 to 1869	Rev. David Morse
1871 to 1877	Rev. S. W. Culver
1877 to 1879	Rev. R. M. Martin
1880 to 1885	Rev. A. S. Freeman
1886 to 1889	Rev. McKillop Rev. George D. Rogers
1892 to 1893	Rev. Mallory
1893 to 1895	Rev. William J. Reid
1895 to 1898	Rev. F. W. Cliff
1898 to 1900	Rev. Joseph Taylor
1900 to 1901	Rev. Charles King
1901 to 1906	Rev. John Barbour Alexander Stewart—student pastor

Mr. Stockton—student pastor  
 E. H. Clark—student pastor  
 1912 to 1914—Dr. Julius Case  
 1914—Paul Hoffman—student pastor  
 Robert McCaul—student pastor  
 Gordon Palmer—student pastor  
 1917—John Burnett—student pastor  
 S. S. Feldman—student pastor  
 Mr. Shaw—student pastor  
 1921 to 1923—Rev. Grover Brennenman  
 1923 to 1924—Fred L. Gilson—student pastor  
 Rev. Clark—supply  
 Mr. McDonald—student pastor  
 Rev. George NewComb—supply  
 1927 to 1930—Albert Sheckalls—student pastor  
 1930 to 1932—Philip Murray—student pastor  
 Rev. De Lavergne—supply  
 1932 to 1933—Rev. Robert E. Larson  
 1935 to 1937—Rev. Theodore Johnson  
 1937—Rev. H. LaMarr Rice

#### A P P E N D I X    N o .    3 6

##### *List of Pastors of the United Presbyterian Church, Mumford, N. Y.*

1869 to 1873	Rev. William J. Robinson
1873 to 1883	Rev. William H. Haney
April, 1884, to November, 1884	Rev. J. A. Nelson
1886 to 1889	Rev. C. W. Robinson
1890 to 1893	Rev. W. W. Lawrence
1893 to 1896	Rev. D. L. McNary
1897 to 1900	Rev. J. A. Kirahan
1900 to 1905	Rev. W. P. Cooley
1905 to 1908	Rev. J. L. Howie
1908 to 1912	Rev. A. E. Brownlee
1913 to 1915	Rev. Alvin L. McCampbell
1915 to 1919	Rev. John Wilson
1919 to 1922	Rev. J. L. Alexander
1923 to 1925	Rev. J. A. Kennedy
1925 to 1932	Rev. D. C. Littell
1932	Rev. Donald C. MacLeod

## APPENDIX No. 37

*Veterans of World War I*

*Warren N. Smith	Roy H. Dey	Frank W. Mathews
*William J. Warren	Charles L. Ditchendorf	Julian E. McVean
*DeForest A. Horning	Romeyn S. Dunn	Robert J. Murphy
Philip Abbott	Dr. W. Harold Dunn	Orrie G. Nelan
Luman M. Abbott	Howard B. Eggleston	Royce E. Nelan
Albert A. Ackerman	Joseph A. Englerth	Albert O'Leary
Hiram J. Alexander	Antonio Esvinitti	D. G. O'Donnell
Thomas E. Allen	Elmer J. Finnegan	William F. Osmun
John W. Austin	Richard J. Fitzgerald	Dr. Clarence R. Pearson
Curtice W. Booth	Edward G. Freidell	Guiseppe Piazza
Herbert W. Boylan	Bartolo Gallo	Peter Placek
Warren N. Brace	John L. Gleason	Andrew Powinski
Clyde L. Brignall	Roy C. Grant	Vincent Przemielwski
Carey H. Brown	John E. Harmon	Sylvester J. Reagan
McClary Hazelton Brown	Dr. Kenneth Hallock	Samuel Redman
John A. Campbell	Vincent Held	Isabel Stokoe Rice
Junius P. Carson	James W. Hogg	Harry Sangster
Myron Carver	John Hunt	Carl F. Schmidt
Percival Case	G. William Jarrett	Joseph R. Schroeder
Yacinitz Choczynski	John Kalaher	Ezra Chase Scofield
Fred J. Clark	Andrew Keenan	Selma Simpson
Joseph E. Clark	Howard Kellogg	Emmett Skivington
Henry W. Clune	Howard H. Kelly	Herbert G. Southworth
John W. Clydesdale	Herbert F. Kirkpatrick	Ivan S. Southworth
Roger Clydesdale	Burton Kingsbury	Ralph R. Smith
John W. Coles	Ward K. Knapp	Roy C. Smith
Robert L. Comstock	Clarence C. LaPree	Raffaele Taliento
Francis C. Connal	Herbert M. Ladd	Lawrence R. Thompson
Robert P. Connal	Horace C. Ladd	Arthur Trigg
Leland R. Conner	John Leonard	Joseph W. Tyler
James W. Couch	Howard H. Lyttle	Stewart D. Warren
J. Thomas Couse	John S. MacArthur	Richard B. Warren
Vincenzo Covernale	William E. MacDowell	Howard R. Willis
Vincenzo Coverusli	Jacob McCombs	Ward B. Wilson
Walter J. Cushman	John F. McKenna	

## APPENDIX No. 38

*Veterans of World War II*

*Carey H. Brown, Jr.	*Harvey L. Redman
*Nicholas V. V. F. Brown	*Thomas W. Timmens
*Clarence L. D'Alfonso	*William Yahn
*Arthur Gillespie	*Edward J. Woodward
*Gerald Hickey	George W. Abbott
*Wilson H. Marshall	Philip S. Abbott
*James O'Donnell	

- |                       |                       |                       |
|-----------------------|-----------------------|-----------------------|
| George P. Ackerman    | Harold R. Brown       | F. William Dunn       |
| Lewis T. Ackerman     | Laurence E. Brown     | Warren Easton         |
| Harold Agness         | Robert L. Brown       | B. Bernadine Elliott  |
| John B. Allen         | W. Fred Brown         | Robert W. Elliott     |
| Merle A. Allen        | Francis Buckley       | Frank D. Ely          |
| Walter J. Allen, Jr.  | John Buckley          | Charles A. Ennis      |
| John P. Angeliney     | Dr. Wilbur Buholtz    | Raymond L. Estes      |
| Louis W. Angelini     | Herbert Butler        | Fred E. Ewing         |
| James H. Annis        | Dean R. Caccamise     | Paul Feeley           |
| Angelo A. Anselmo     | Albert Caeser         | Robert Fisher         |
| Frank J. Anselmo      | Daniel E. Callahan    | William Fisher        |
| Michael E. Anselmo    | John M. Callahan, Jr. | William Fontaine      |
| John F. Austin        | John F. Callan        | Larry Fortner         |
| Theodore Baker        | William R. Callan     | Dr. E. Howard Francis |
| Donald Baldeck        | Durward E. Cameron    | Donald Freeman        |
| Raymond J. Baldeck    | Robert Campbell       | Eugene Freeman        |
| Robert Baldeck        | R. N. Carter          | Herbert Freeman       |
| Donald Ball           | Gerald Cater          | Robert Freeman        |
| Sherman M. Ball       | Vance Caward          | Nicholas Furibondo    |
| Norman Ball           | Edward C. Clemens     | John J. Gallo         |
| William R. Ball       | George H. Clune II    | Joseph A. Gallo       |
| Dr. Felix J. Balonek  | Peter H. Clune        | F. Eugene Gauck       |
| Frank J. Balonek      | George F. Coles       | Alexander F. Gilbert  |
| John J. Balonek       | Frederick Coolidge    | Walter R. Gilbert     |
| Stephen R. Balonek    | Frank J. Cook         | Robert L. Ginegaw     |
| Robert Barber         | Leo H. Cook           | John F. Gleason       |
| Charles Banks         | Thomas M. Cook        | Robert L. Glitch      |
| William Barrett       | Eugene Cooney         | Ray E. Godfrey        |
| Marvin A. Beattie     | Joseph A. Costanzi    | Garrett R. Gordon     |
| Karl V. Becker        | Dr. Norman F. Coulter | Wilson Gordon         |
| Richard A. Becker     | Warren J. Couse       | Walter P. Gould       |
| Allen L. Bennem       | Norman R. Craig       | Richard E. Graney     |
| David W. Bishop       | Ralph W. Cummings     | Donald Grant          |
| Rev. Charles Blalock  | James R. Cushman      | Gordon Grant          |
| Vernon Blowers        | Paul Czapranski       | Roger A. Grant        |
| Howard D. Bly         | Clifford O. Davey     | Edward F. Grassi      |
| Wesley C. Bly         | Harold W. Davison     | Dr. Joseph R. Grassi  |
| William H. Bly        | Harold Dauber         | Vincent G. Grassi     |
| Alfred P. Boccacci    | Fred Day              | Francis Grattan       |
| Philip Boccacci       | Harry Day             | William Grattan       |
| David Booth           | Harold Davies         | James A. Green        |
| Frederick S. Boutwell | Donald Davies         | Harold Griffin        |
| Lewis S. Boutwell     | Llewellyn Davies      | David Hackett         |
| Charles C. Boyer      | Joan Davis            | Francis Hackett       |
| William Boyer         | George DeGraw         | Vincent Hackett       |
| LaVerne Boylan        | George P. DeGraw      | Charles Harkness      |
| Frederick W. Brayen   | John DeNome           | Donald Harkness       |
| Francis C. Brignall   | George D. DeWitt      | Eugene Harmon         |
| Alston L. Brown       | H. Preston DeWitt     | Francis J. Harmon     |
| Arthur E. Brown       | Frederick R. Dexter   | John R. Harmon        |
| Burton L. Brown       | Earl L. Dieter        | MacPherson Harmon     |
| Charles Brown         | Louis Dinicola        | James Harrigan        |

John Harvey	William Marlowe	Wells Rulifson
Marvin C. Heffer	Mark G. Martin	Joseph J. Saeva
Royal H. Herrick	Martin McDonald	Michael A. Saeva
William Hickey	George McKeon	Saro J. Saeva
Eldridge Hill	John McKeon	Paul F. Schmidt
Richard Hoag	Vincent F. Melfi, Jr.	Dr. Willard C. Schmidt
Damon T. Holcomb	Donald S. Miller	Russell H. Scott
John Hoody	Leonard Milliman	Horace R. Severance
Robert E. Hooper	Samuel A. Mobilio	George H. Sharpe, Jr.
Roger W. Hooper	Eldridge R. Muir	Harold Sherman
John Hughes	Norman E. Muir	Frederick F. Shero
Martin J. Hynes	William W. Muir	John F. Shero
William Inglis	J. Richard Murphy	Joseph S. Shero
Guildford L. Isherwood	Robert J. Murphy	Richard F. Shero
James C. Jeffries	Helen Murray	Stephen P. Shero
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Warner Johnson	George R. Naas	George J. Skivington, Jr.
Wallace E. Johnstone	W. Frederick Naven	Leon J. Skivington
John G. Keiber	Edward Nichols	Mary E. Skivington
William T. Kelley	Jack L. Oblein	Howard Slaughter
Donald Kelly	Eugene O'Connell	Raymond Slaughter
John Kelly	Glenn C. O'Donnell	Theodore D. Slocum
Francis J. Kiel	Perry Olger	Walter H. Stewart, Jr.
William P. Kiel	James E. O'Neil	John Stoddard
Eugene Kingsbury	Leo Owens	Pendleton C. Studeman
Richard Kingsbury	Charles Pease	Edward Sullivan
Harry M. Kuz	Stuart W. Pease	Dorothy F. Swartz
Peter Kuz	Virginia Pease	Erwin G. Swingle
John LaBelle	Rev. Walter Peck	Herbert H. Swingle
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Edward G. MacArthur	Charles W. Quinn	Benjamin G. Warren
Roger W. MacArthur	James F. Quinn	James M. Watt
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Harry J. Mack	Patsy Ranallette	Byron S. Wells
Raymond E. Mack	Edward Reagen	George W. Wells
Robert J. Mack	Myron A. Recordon	William F. Whitcomb, Jr.
Walter P. Mack	Samuel F. Redman	Robert Whiteside
Alfred J. Marlowe	William S. Redman	William W. White
Andrew Marlowe	Elwood F. Redmond	Paul A. Whitney
Edwin D. Marlowe	Cyril F. Resch	Edward Williams
George C. Marlowe	F. J. Richardson	James Williams
Herman L. Marlowe	Samuel Richardson	Walter Williams
James Marlowe	John H. Rittenhouse	Harold H. Wilson
Louis T. Marlowe	Joseph S. Ronzo	Charles Woodard

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